The Hong Kong Daily Press.

No. 9288 號八十八百二千九第 日五十二月八年三十緒光 HONGKONG, TUESDAY, OCTOBER 11TH, 1887. 二年壹 號一十月十英港香 [PRICE $2½ PER MONTH

SHIPPING.

ARRIVALS.

October 9, VORTIGERN, British steamer, 876, Brown, Bangkok 1st October, Rice.—ARNHOLD, KARBERG & Co.

October 9, CHELYDRA, British str., 1,570, H. Place, Saigon 5th Oct., Rice.—ADAMSON, BELL & Co.

October 10, NINGPO, British steamer, 762, F. Schulz, Shanghai 7th October, General.—SIEMSSEN & Co.

October 10, SIKH, British steamer, 1,516, A. Scotland, Foochow 8th Oct., Tea.—GIBB, LIVINGSTON Co.

October 10, TANTALLON, British steamer, 1,312, Partridge, Nagasaki 5th October, Coal and General.—ADAMSON, BELL & Co.

October 10, DECCAN, British steamer, 2,022, P. W. Case, Bombay 23rd September and Singapore 4th October, General.—P. & O. S. N. Co.

October 10, NIOBE, German steamer, 1,672, Pfaff, Hamburg 22nd August, and Singapore 4th October, General.—SIEMSSEN & Co.

October 10, VISAYAS, Spanish steamer, 408, J. de Ajubita, Manila 7th October, General.—BAN HO.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE, 10TH OCTOBER.

Wei Cheong, British bark, for Bangkok.
Goliah, Siamese bark, for Bangkok.
Metapedia, British steamer, for Yokohama.
Glenfinlas, British steamer, for Amoy.
Yangtsze, British steamer, for Shanghai.
Soochow, British steamer, for Hoihow.

DEPARTURES.

October 10, KWANG-LEE, Chinese steamer, for Shanghai.
October 10, BENLAWERS, British steamer, for Yokohama.
October 10, LEANDER, Brit. cruiser, for a cruise.
October 10, NINGPO, British str., for Whampoa.
October 10, YANGTSZE, Brit. str., for Shanghai.

PASSENGERS.

ARRIVED.

Per *Ningpo*, str., from Shanghai.—Mr. Brown, and 12 Chinese.
Per *Sikh*, str., from Foochow.—Messrs. Love, Westall, and Bagelly.
Per *Chelydra*, str., from Saigon.—134 Chinese.
Per *Niobe*, str., from Hamburg, &c.—Messrs. Kohlman, M. Campos, for Hongkong, and Dauw for Hiogo, and 68 Chinese.

TO DEPART.

Per *Bokhara*, str., from Hongkong.—For Singapore.—Lieut.-Col. Hughes. For Bombay.—Messrs. Trower and Harris. For Marseilles.—Mr. R. R. Westall. For London.—Mrs. Emerson and maid servant, Mr. and Mrs. J. P. Lidstone. From Shanghai.—For London.—Mr. and Mrs. T. Latham and family, Miss A. Robinson, Messrs. H. M. Bevis and N. Enicke. From Yokohama.—For Penang.—Mr. and Mrs. Morgan. For Venice.—Mr. H. S. Smith. For Colombo.—Earl and Countess of Loudoun, Messrs. Fitz Herbert and Mostyn. For London.—Messrs. Anderson and Barrat.

REPORTS.

The German steamer *Niobe* from Hamburg 22nd August, reports—Left Singapore on the 4th October at 7 a.m., experienced fresh S.W. winds up to 14 lat. N., thence moderate N.E. to port.

The British steamer *Deccan* from Bombay 23rd September and Singapore 4th October, reports—Bombay to Singapore light winds and fine weather. Singapore to lat. 13 N. light S.W. winds and fine weather, from thence to lat. 21 N. fresh N.E. winds with a head sea and strong westerly current.

SHANGHAI SHIPPING.

September— ARRIVALS.

22, Fooksang, British str., from Hongkong.
23, Ichang, British str., from Ningpo.
23, Taiwo, British str., from Hankow.
23, Chihaya-maru, Jap. bark, from K'notzu.
23, Fungshun, Chinese str., from Tientsin.
23, Leander, British corv., from Hongkong.
23, Sea Swallow, British bark, from Nagasaki.
23, Saghalien, French str., from Kobe.
24, Kiang-toon, Chinese str., from Ningpo.
24, Yetchin-maru, Jap. str., from Hakodate.
24, Taku, British str., from Foochow.
24, Ping Ching, Chinese cruiser, from a cruise.
24, Sual, British str., from Hankow.
24, Kiang-foo, Chinese str., from Hankow.
24, Wuchang, British str., from Tientsin.
24, Hever, German str., from Nagasaki.
24, Rio Lima, Port. g-b., from Nagasaki.
25, Ichang, British str., from Ningpo.
25, Ingo, German str., from Nagasaki.
25, Meefoo, Chinese str., from Swatow.
25, Pekin, British str., from Hankow.
25, Sin Nanzing, British str., from Chefoo.
25, Hydaspes, British str., from Hongkong.
25, Yehsin, Chinese str., from Tientsin.
25, Pao Hua, British str., from Hankow.
26, Yuen Wo, British str., from Hankow.
26, Yungching, Chinese str., from Hongkong.
26, Chowchow foo, German str., from N'chwang.
26, Norden, Danish str., from Nagasaki.
26, Nierstein, German str., from Kuchinotzu.
26, Yangtsze, British str., from Hongkong.
27, Kiang-toon, Chinese str., from Ningpo.
27, Kumasako Maru, Jap. bk., from K'notzu.
27, Kiang-kwan, Chinese str., from Hankow.
27, Omi-maru, Jap. str., from Japan.
28, Ichang, British steamer, from Ningpo.
28, Kwang-lee, Chinese str., from Hongkong.
28, Poo-chi, Chinese str., from Tientsin.
28, Fu-yew, Chinese str., from Foochow.
28, Mossbr, British str., from Hyogo.
28, Crestes, British str., from Liverpool.
29, Kiang-teen, Chinese str., from Ningpo.
29, Tungchow, British str., from Tientsin.
29, Hae-shin, Chinese str., from Tientsin.

September— DEPARTURES.

23, Satsuma Maru, Japanese str., for Japan.
23, Kiang-yu, Chinese str., for Hankow.
23, Chungking, British str., for Chefoo.
23, Diomed, British str., for London.
23, Canton, British str., for Hongkong.
23, Hae-an, Chinese str., for Chefoo.
23, Ichang, British str., for Ningpo.
23, Glengyle, British str., for London.
24, Amoy, British str., for Hongkong.
24, Kowshing, British str., for Chefoo.
24, Shanghai, British str., for Hankow.
24, Swatow, British str., for Amoy.
24, Hae-chang, Chinese str., for Wenchow.
24, Kiang-teen, Chinese str., for Ningpo.
25, Yangtsze, French str., for Hongkong.
25, Kiang-yung, Chinese str., for Hankow.
25, Chin-tung, Chinese str., for Chefoo.
25, Pechili, British str., for Chefoo.
25, Johann, German str., for Tamsui.
25, Taiwo, British str., for Hankow.
25, G. H. Wappaus, British bk., for Tientsin.
25, Neckar, German str., for Bremen.
26, Ichang, British str., for Ningpo.
26, Yetchiu-maru, Jap. str., for Nagasaki.
27, Ingo, German str., for Nagasaki.
27, Kiang-foo, Chinese str., for Hankow.
27, Fooksang, British str., for Hongkong.
27, Fungshun, Chinese str., for Chefoo.
27, Sin Nanzing, British str., for Chefoo.
27, Sual, British str., for Hankow.
27, Taku, British str., for Foochow.
27, Wuchang, British str., for Chefoo.
27, Kiang-teen, Chinese str., for Ningpo.
27, Rio Lima, Portuguese g-bt., for Macao.
28, Meefoo, Chinese str., for Amoy.
28, Pao Hua, British str., for Hankow.
28, Pekin, British str., for Hankow.
28, Yehsin, Chinese str., for Chefoo.
28, Ichang, British str., for Ningpo.
29, Norden, Danish str., for Nagasaki.
29, Yuen Wo, British str., for Hankow.
29, Yung-ching, Chinese str., for Chefoo.

INTIMATIONS.

LIFE ASSURANCE.

FOR many years the STANDARD LIFE OFFICE has paid away upwards of Half a Million Pounds Sterling per Annum in Death Claims. Its Funds—steadily increasing, exceed 6½ Millions, and have increased over 50 per cent. in the last 15 years. The New Assurances on carefully selected lives for the last five years have been in excess of the Business transacted by any of the Scottish Life Offices. The Business is conducted with economy, the premiums are moderate, and the conditions will be found liberal.

Forms of Proposal on application to the

BORNEO COMPANY, LIMITED.
Agents, Hongkong.

903—2]

LANE, CRAWFORD & Co.

Have just unpacked the following Goods Suitable for the Present Season:—

GENTLEMEN'S HOSIERY,

Comprising:—

SCARVES; TIES; MERINO, COTTON and ANGLO-INDIA GAUZE UNDERCLOTHING; SILK, LISLE THREAD, COTTON and WOOLLEN SOCKS; THICK WORSTED SOCKS and STOCKINGS for WALKING, &c.

FELT HATS, STRAW HATS, AND PITH HATS.

ALSO,

LADIES' & GENTLEMEN'S SILK UMBRELLAS.

LANE, CRAWFORD & Co.
Hongkong, 21st September, 1887. [26

KELLY & WALSH, LIMITED.

JUST RECEIVED

The Athole Collection of the Dance Music of Scotland.
Kyle's Scottish Lyric Gems.
Fisher's "Outlines of Universal History."
Burton's "Modern Photography."
Caldecott's "Last Graphic Pictures."
Riola's "How to learn Russian," with Key.
"Boiler Making," by Ford.
Hepburn's "Japanese-English and English-Japanese Dictionary, 2nd Edition.
The Young Ladies' Guide to the Work Table.
Morley's "First Sketch of English Literature."
"Minerals and Mining" by Davies.
Treve's "Manual of Surgery," 3 Vols.
Lewe's "History of Philosophy," 2 Vols.
Maclean's "Diseases of Tropical Climates."
"Chance and Luck" by Proctor.
"Elements of Metallurgy," by Phillips and Banerman.
McCulloch's Dictionary of Commerce and Commercial Navigation.
The Art of Blending and Compounding Liquours and Wines, by Fleischman.
Canadian Pictures drawn with Pen & Pencil, by the Marquis of Lorne, K.T.
Australian Pictures drawn with Pen and Pencil, by H. Willoughby.

KELLY & WALSH, LD., HONGKONG.
24

DENTIFRICE ELIXIR

Deatifrice Powder
DENTIFRICE PASTE

ELIXIR DENTIFRICE
DES
R. R. F. F. BENEDICTINS,
1 3 7 3.

Hygienic treatment of the mouth. Employ only the TOOTH ELIXIR and the TOOTH POWDER and PASTE of the R. R. F. F. BENEDICTINES of the Abbey of Soulac, Gironde (France).

General Agent, A. SEGUIN, 3, rue Huguerie, Bordeaux.

Sold by all good Perfumers, Chemists and Hair Dressers.

Depots in HONGKONG:
A. S. WATSON & Co., Chemists.
THE VICTORIA DISPENSARY. [991—1

HONGKONG JOCKEY CLUB.

THE ANNUAL GENERAL MEETING of THE HONGKONG JOCKEY CLUB will be held at the CITY HALL TO-MORROW (WEDNESDAY), the 12th October, 1887, at 4 P.M.

By Order.
Hongkong, 10th October, 1887. [1955

THE PUNJOM AND SUNGHIE DUA SAMANTAN MINING COMPANY, LIMITED.

NOTICE is hereby given that all CALLS on the SHARES of the Company due on the 3rd June, 1887, together with INTEREST thereon remaining Unpaid, are required to be paid forthwith. And further that if all such Calls be not Paid on or before the 31st October instant, the Directors will proceed to FORFEIT THE SHARES in respect of which such Calls are due in pursuance of the Articles of Association of the Company.

Dated this 6th October, 1887.

A. O'D. GOURDIN,
Secretary.
Hongkong, 6th October, 1887. [1937

NOTICE.

HONGKONG HOTEL COMPANY, LIMITED.

FIRST MORTGAGE OF $300,000.

THE above Company is now prepared to receive TENDERS for the LOAN to it of $25,000, to be secured as a FIRST MORTGAGE, with other sums on the Company's Property.

The money will be required on the 20th inst., to remain on Mortgage to the 20th April, 1889, for certain, with the Company's option of retaining it for a further period of 12 months. No Tenders will be entertained at over 6½ per cent. interest per annum, and the Company does not bind itself to accept the lowest or any Tender.

For further information apply to

L. HAUSCHILD,
Secretary,
HONGKONG HOTEL CO., LD.
Hongkong, 5th October, 1887. [1932

WANTED.

A MANAGER FOR THE TAKU TUG AND LIGHTER COMPANY.

APPLICATIONS for this Position, to be accompanied by original References and Testimonials, will be received at the Head Office of the Company, Tientsin.

The MANAGER will be stationed at Taku, and he will be required to order the movements of the Company's Fleet; to superintend the Docking and Repairing of the same; and to keep the records and accounts of the Company at Taku.

First Class Testimonials and References will be required. The Salary is Mexican $300 per month.

All communications to be addressed to the Secretary.

By Order of the Directors,
W. H. FORBES,
Secretary.
Tientsin, 4th October, 1887. [1953

PORTLAND CEMENT.

J. B. WHITE & BROS.
SOLE AGENTS FOR CHINA,
HOLLIDAY WISE & Co.
Hongkong, 11th April, 1888. [178]

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... $7,500,000.
RESERVE FUND ..... 3,900,000.
RESERVE LIABILITY OF PROPRIETORS 7,500,000.

COURT OF DIRECTORS:—
Chairman—C. D. BOTTOMLEY, Esq.
Deputy Chairman—HON. J. BELL-IRVING.
H. L. Dalrymple, Esq. | Hon. A. P. McEwen.
W. H. F. Darby, Esq. | S. C. Michaelsen, Esq.
W. H. Forbes, Esq. | J. S. Moses, Esq.
H. Hoppius, Esq. | Hon. F. D. Sassoon.

CHIEF MANAGER.
Hongkong—THOMAS JACKSON, Esq.
MANAGER.
Shanghai—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
On Current Deposit Account at the rate of 2 per cent. per Annum on the daily balance.
On Fixed Deposits:—
For 3 months 3 per Cent. per Annum.
For 6 months 4 per Cent. per Annum.
For 12 months 5 per Cent. per Annum.
LOCAL BILLS DISCOUNTED.
CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.
DRAFTS granted on London and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.
Hongkong, 20th September, 1887. [8

NOTICE.

RULES OF THE HONGKONG SAVINGS BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours, on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sums less than $1, or more than $250 at one time, will not be received. No depositor may deposit more than $2,500 in any one year.

3.—Depositors in the Savings Bank having $100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to Depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked ON HONGKONG SAVINGS BANK BUSINESS is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his Pass-Book are necessary.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 1st September, 1887. [9

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL ..... £2,000,000.
PAID UP ..... £ 500,000.

Registered Office, 40, THREADNEEDLE STREET, LONDON.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives money on Deposit, Buys and Sells Bills of Exchange, issues Letters of Credit, forwards Bills for Collection, and Transacts Banking and Agency Business generally on terms to be had on application.

Interest allowed on Deposits:—
Fixed for 12 months, 5 per Cent. per Annum.
Fixed for 6 months, 4 per Cent. per Annum.
Fixed for 3 months, 3 per Cent. per Annum.
On Current Deposit Accounts 2 per Cent. per Annum on the daily balance.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the BALANCES of such Claims purchased on advantageous terms.

Agency of the NATIONAL LIFE ASSURANCE SOCIETY.

E. W. RUTTER,
Manager, Hongkong Branch.
Hongkong, 12th March, 1887. [10

INTIMATIONS.

TRITON INSURANCE COMPANY, "LIMITED."

(Incorporated in Calcutta under the Indian Companies' Act of 1882. Limiting the Liability of the Shareholders to the amount of their Shares).

DATE OF FORMATION AS AN UNLIMITED PARTNERSHIP, A.D. 1850.

NOMINAL CAPITAL—Rs. 22,50,000.

First Issue 18,000 Shares of Rs. 100 Rs. 25 being Paid up, viz:—Rs. 5 on Application, and Rs. 20 on Allotment.

APPLICATION FOR SHARES will be received in Calcutta and London, and at the Branch Agencies of the Old Company.

CONSULTING COMMITTEE:
E. S. GUBBAY, Esq., of Messrs. ELIAS S. GUBBAY & Co.
J. E. D. EZRA, Esq., of Messrs. E. D. J. EZRA & Co.
R. A. LYALL, Esq., of Messrs. LYALL, MARSHALL & Co.
H. M. RUSTOMJEE, Esq.
SIR A. WILSON, of Messrs JARDINE, SKINNER & Co. (Chairman).

GENERAL AGENTS:
MESSRS. JARDINE, SKINNER & Co., CALCUTTA.

PROSPECTUS can be seen, and APPLICATION FORMS FOR SHARES obtained of Messrs JARDINE, MATHESON & Co., Hongkong.

JARDINE, MATHESON & Co.,
Agents.
Hongkong, 30th September, 1887. [1900

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED,

4, CLUB CHAMBERS, HONGKONG.

The TELEPHONE EXCHANGE is now in working order.
Subscription, $80 per Annum.
Electrical Material on sale, or hire.
Electric BELLS fitted and maintained.
Agents for ELECTRIC LIGHTING.
Estimates free for all kinds of Electrical work.

HAROLD DOWSON,
Agent.
Hongkong, 26th August, 1887. [1629

NOW READY.

THE KUNG HO CHIH YU WALTZ, and THE FEIHOO WALTZES, by R. C. PASSMORE, published by SYDENHAM MOUTRIE, THE PIANOFORTE AND MUSIC WAREHOUSE, Shanghai.
13th January, 1887. [69

NOTICES OF FIRMS.

NOTICE.

MR. RATANJI SORABJI TALATI will SIGN the name of our FIRM from This Date.

E. N. MEHTA & Co.
Hongkong, 1st October, 1887. [1904

NOTICE.

THE PARTNERSHIP existing between MR. KENNETH DOUGLAS ADAMS and MR. JAMES LYON PLAYFAIR SANDERSON, at Foochow, Canton, Macao, and London, under the Style of BIRLEY & Co., expired on 28th February last through effluxion of time.

Referring to the above notice, the Business at Foochow is being carried on by MR. JAMES LYON PLAYFAIR SANDERSON, under the Style of SANDERSON & Co.

Foochow, September, 1887. [1828

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned has received instructions from Messrs. RUSSELL & Co. to Sell at Public Auction, at his Office, on

TUESDAY,
the 18th October, 1887, at 11 o'CLOCK,
WITHOUT RESERVE,
THE ENGLISH STEAMER
"INGEBORG,"

Of 137 Tons register and 10,000 piculs Capacity, as she now lies in No. 6 Section.

The steamer is well found, has full suit of SAILS, ANCHORS, CHAINS, &c.

TERMS CASH.

For Particulars, apply to

E. W. RICE,
Auctioneer,
Shanghai.
Shanghai, 10th September, 1887. [1777

TO BE SOLD AT PUBLIC AUCTION AT ILOILO, ON TUESDAY, 29TH NOVEMBER, 1887. (Unless Sold previously by Private Contract).

THE STEAM TUG "RAPIDO," Constructed by G. FERWICK & Co., Hongkong, in 1884.

Length ..... 93 feet.
Breadth ..... 15 feet 6 in.
Depth of Hold ..... 9 feet.

50 Nom. H.P. high and low pressure Engine, Steams 11 knots, 5 tons Bunker Room and can carry besides 30 tons dead weight.

For further Particulars, apply to

SMITH, BELL & Co.,
Iloilo.
1917]

POLICE NOTIFICATION.

WHEREAS CASES of RABIES have recently occurred, and Ownerless Dogs are a great source of danger to the Public; OWNERS OF DOGS are warned that any Dog found straying or wandering about during the day time without an Owner, and not wearing a Collar with the name and address of the Owner inscribed thereon, is liable to be DESTROYED; and further any Dog may be destroyed which shall be found straying or wandering about between the hours of 10 o'clock at Night and Gun Fire in the morning. (Ordinance No. 14 of 1845 § IV.)

As a general rule, Dogs seized under the above Provision will be detained for three days, at the expiration of which time they will be DESTROYED.

Should any Dog that has been so seized be claimed by his Owner a Fee of THREE DOLLARS will be charged.

T. C. DEMPSTER, Major,
Acting Captain Superintendent of Police.
Police Office,
Hongkong, 6th October, 1887. [1943

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SIXTH ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the Office of the Undersigned at 12 o'CLOCK (NOON), on SATURDAY, the 29th October instant.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 29th instant, both days inclusive.

JARDINE, MATHESON & Co.,
General Agents,
CANTON INSURANCE OFFICE, LIMITED.
Hongkong, 8th October, 1887. [1947

NOTICE.

HER MOST GRACIOUS MAJESTY'S JUBILEE.

IT having been decided to CELEBRATE HER MAJESTY'S JUBILEE on WEDNESDAY and THURSDAY, the 9th and 10th November, all Members of the Community are invited to Co-operate with the Jubilee Committee by illuminating their Offices and private Residences.

By Order,
J. H. STEWART-LOCKHART,
Hon. Sec.
Hongkong, 16th September, 1887. [1784

BRITISH NORTH BORNEO.

GOVERNMENT NOTIFICATION—No. 64.

NOTICE.

TO SHIP MASTERS, SHIPPING AGENTS, &c.

WHEREAS it has been brought to the notice of the GOVERNMENT OF BRITISH NORTH BORNEO that Chinese who are desirous of emigrating to British North Borneo find a difficulty in doing so owing to their want of knowledge of the date of departure of ships and steamers.

It is hereby made known that a commission of not more than ONE DOLLAR for each able bodied adult Chinaman will be paid to whosoever may chiefly assist in procuring passages for Immigrants to British North Borneo, on a printed order from the Captain addressed to the Government Agents in Hongkong who are hereby authorised to pay such orders.

By the Governor's Command,
L. B. VON DONOP,
Government Secretary.
Sandakan, 6th August, 1887.

The PRINTED ORDERS referred to in the above Notification can be obtained from us.

GIBB, LIVINGSTON & Co.,
Government Agents.
Hongkong, 15th September, 1887. [1775

DOMINION ORGAN & PIANO Co.

Manufacturers of Cabinet, Combination, Chapel and Pedal ORGANS, and Square and Upright PIANOS;

Sole right to use Foley's Automatic PEDAL COVER, for the whole Continent of EUROPE; This device absolutely closes the Organ, rendering it proof against Mice, Insects, Dust, &c.

BRANCH OFFICES:—
MANCHESTER, ENGLAND.
LONDON, "
HAMBURG, GERMANY
ADELAIDE, AUSTRALIA
SYDNEY, "
MELBOURNE, "
CHRIST-CHURCH, NEW ZEALAND.
DOMINION ORGAN & PIANO Co.,
BOWMANVILLE,
ONTARIO,
CANADA.

Send for catalogues. [141]

INSURANCES.

FIRE INSURANCE COMPANY, OF 1877 IN HAMBURG.

THE Undersigned, Agents of the above Company, are Prepared to ACCEPT RISKS at Current Rates.

PUSTAU & Co.,
Agents.
Hongkong, 18th January, 1884. [177

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE,—Hongkong.
CAPITAL TWO MILLION DOLLARS.
PAID-UP CAPITAL ..... $ 400,000
TOTAL ASSETS 1,286,000
CLAIMS PAID EXCEED ..... 530,000.
RISKS accepted at CURRENT RATES OF PREMIA.

JAS. B. COUGHTRIE,
Secretary.
Hongkong, 1st September, 1887. [721

THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST, A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000, at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong, 26th July, 1872. [13

GENERAL LIFE AND FIRE ASSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT POLICIES against FIRE and LIFE at Current Rates.

PUSTAU & Co.
Hongkong, 1st April, 1885. [685

THE LATEST ADVANCE IN LIFE INSURANCE.

THE NEW YORK LIFE INSURANCE COMPANY'S 5 YEAR DIVIDEND POLICY

THIS Policy secures to the insured the option of terminating his Insurance at the end of any 5 Year period, and receiving for his Policy a cash surrender value together with his share of accumulated surplus apportioned as a dividend. If death occur, the full amount of the Policy will be paid *immediately on proof of death, together with a Mortuary Dividend of 50 per Cent. of all premiums received during the 5 Year period in which death may happen.*

Prospectus and full particulars may be had on application to

GIBB, LIVINGSTON & Co.,
Acting Agents.
Hongkong, 13th January, 1887. [61

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & Co.,
Agents.
Hongkong, 16th July, 1887. [60

PHŒNIX FIRE OFFICE

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAPRAIK & Co.,
Agents for Phœnix Fire Office.
Hongkong, 17th August, 1887. [15

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.

MELCHERS & Co
Hongkong, 27th March, 1876. [12

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to INSURE against FIRE at Current Rates.

GILMAN & Co.
Hongkong, 1st January, 1882. [16

CALEDONIAN FIRE AND LIFE INSURANCE COMPANY.

ESTABLISHED 1805.

THE Undersigned having been appointed Agents for the above Company are prepared to issue Policies of Insurance against Fire on the usual terms.

ARNHOLD, KARBERG & Co.
Hongkong, January, 1882. [968

THE MAN ON INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

CAPITAL (SUBSCRIBED), $1,000,000.

BOARD OF DIRECTORS:
LUM SIN SANG, Esq.
BAN HUP, Esq. | YOW CHONG PENG, Esq.
CHAN LI CHOY Esq. | Q. HOI CHUNE, Esq.

The Company GRANTS POLICIES on MARINE RISKS to all parts of the World, payable at any of its Agencies.

Contributory Dividends are payable to all Contributors of Business, whether they are Shareholders or not.

WOO LIN YUEN,
Secretary.
HEAD OFFICE,
No. 2, Queen's Road West,
Hongkong, 14th March, 1881. [1782

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSSEN & Co.,
Agents.
Hongkong, 16th November, 1872. [14

NOTICE.

GEO. SMITH,
WINE MERCHANT, SHANGHAI.
AGENTS,
NORTON & Co.,
MARINE HOUSE, QUEEN'S ROAD.
Hongkong, 1st October, 1887. [1903

SHANGHAI BUTCHERY & POULTRY ESTABLISHMENT,
17, CANTON ROAD.

THE above Establishment under European Supervision having engaged the entire Staff formerly serving in the Butcher Business carried on under the name of LAVINIA HOPKINS, respectfully notify the Residents of Hongkong that from the 15th October next they will be prepared to SUPPLY all Descriptions of Table Luxuries such as BRAWN, GAME and PORK PIES, BASKETS OF GAME, CORNED BEEF, MUTTON, BEEF, and PORK in Prime Joints or in quantity, and solicit their patronage. Prompt and careful attention will be given to orders from Garrison or Hong Messes. Arrangements can be made for the supply of live or dead Stock.

FOR THE PROPRIETORS,
JIM (LEO CHAN KEE),
Manager.
Shanghai, 14th September, 1887. [1909

NOTICES TO CONSIGNEES.

TO CONSIGNEES OF OPTIONAL CARGO EX O. S.S. CO.'S S.S. "GLAUCUS," FROM LIVERPOOL.

SHIPPING Orders must be obtained from the Undersigned not later than the 11th inst., for shipment per steamer "ANCHISES."

BUTTERFIELD & SWIRE, Agents.
Hongkong, 5th October, 1887. [1895

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "GLAUCUS," are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 6th inst.

Goods undelivered after the 13th instant, will be subject to Rent.

BUTTERFIELD & SWIRE, Agents.
Hongkong, 5th October, 1887. [1895

NOTICE TO CONSIGNEES.

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

FROM TRIESTE, ADEN, BOMBAY, COLOMBO, PENANG, & SINGAPORE.

THE Steamship

"AMPHITRITE,"

in connection with the S. S. *Narenta* from Calcutta and Madras, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, are being landed at their risk into the Godowns known as "The Hongkong Wharf and Godowns," Wanchai, whence delivery may be obtained.

Consignees wishing to receive their Goods on the Wharf are at liberty to do so.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Undersigned BEFORE NOON, ON THE 11TH INSTANT, OR THEY WILL NOT BE RECOGNISED.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 13th instant, will be subject to rent.

Bills of Lading will be countersigned by

O. BACHERACH,
Agent.
Hongkong, 6th October, 1887. [5

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

S. S. "SACHSEN," FROM BREMEN AND PORTS OF CALL.

THE above named steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Cargo from New York Ex S.S. *Aller* and come forward by this Steamer.

Optional cargo will be landed here in Hongkong unless notice to the contrary be given before 3 P.M. TO-DAY, the 6th instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 13th instant will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on TUESDAY, the 18th instant, at 4 P.M.

All claims must reach us before the 20th inst., or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

MELCHERS & Co.,
Agents.
Hongkong, 6th October, 1887. [7

NAVIGAZIONE GENERALE ITALIANA (FLORIO AND RUBATTINO UNITED COMPANIES.)

NOTICE TO CONSIGNEES.

FROM BOMBAY, PENANG, AND SINGAPORE.

THE Steamship

"BORMIDA,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium and valuables, are being landed at their risk into the Godowns known as THE HONGKONG WHARF AND GODOWNS, Wanchai, whence delivery may be obtained.

This vessel brings on Cargo:—From Marseilles, Genoa, &c., ex S. S. "DOMENICO BALDUINO."

Consignees wishing to receive their Goods on the Wharf are at liberty to do so.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Undersigned before the 14th October, at 4 P.M., or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 15th October, at 4 P.M., will be subject to rent at the rate of one cent per package per diem.

CARLOWITZ & Co.,
Agents.
Hongkong, 8th October, 1887. [6

JOSEPH GILLOTT'S STEEL PENS.

GOLD MEDAL, PARIS, 1878.
Sold by all Stationers and Dealers. [959

NEW ADVERTISEMENTS.

UNION LINE.

NOTICE TO CONSIGNEES.

FROM LONDON, PENANG, AND SINGAPORE.

THE Steamship

"METAPEDIA,"

Captain Purvis, having arrived from the above Ports Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the steamer will be at once landed and stored at Consignees' risk and expense and no Fire Insurance will be effected.

All Claims against the steamer must be presented to the undersigned on or before the 15th inst., or they will not be recognized.

RUSSELL & Co.,
Agents.
Hongkong, 10th October, 1887. [1961

FROM HAMBURG, PENANG, AND SINGAPORE.

THE Steamship

"NIOBE,"

Captain Pfaff, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON TO-MORROW, the 11th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Kowloon Pier and Godown Co. and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst., at 10 A.M.

No Fire Insurance has been effected.

SIEMSSEN & Co.,
Agents.
Hongkong, 10th October, 1887. [1963

NEW ADVERTISEMENTS.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the FOURTEENTH ORDINARY YEARLY MEETING of the SHAREHOLDERS of the SOCIETY will be held at its Head Office, Hongkong, on THURSDAY, the 27th instant, at HALF-PAST THREE O'CLOCK, for the purpose of receiving the Report of the Directors, together with Statement of Accounts for the year 1886, and for the Half-year ending 30th June, 1887.

The TRANSFER BOOKS of the Society will be CLOSED from the 17th to the 27th inst., both days inclusive.

By Order of the Board,
DOUGLAS JONES,
Acting Secretary.
Hongkong, 11th October, 1887. [1965

FOR SALE BY PUBLIC AUCTION.

THE FRAME HOUSE lately occupied by the European Foremen engaged in the Tunnel Works at Wong Nei Chung and situated in the W.N.C. Valley Road a short distance above the Tunnel outlet. The House is 62 feet long by 33 feet wide, wide verandah wooden sides and framework braced with iron, tile roof and brick out-offices. And the whole of the Materials, which are in good state of preservation, will be sold to the highest bidder by Public Auction to be held on the Spot at 4 P.M. on the 17th of October, 1887, subject to the following conditions:—

The whole of the Buildings, Cookhouses and Coolie Quarters are to be completely removed within One Month from date of Auction.

Broken Bricks or Tiles may be levelled on site or placed in neat heaps as may be directed if the Purchaser does not take them away.

No damage must be done to trees around Site, and unnecessary injury to the Public Road will have to be made good by the Purchaser.

Cash on the fall of the hammer.

J. M. ARMSTRONG,
Auctioneer.
Hongkong, 11th October, 1887.

INTIMATIONS.

A. S. WATSON & Co., LIMITED.

OUR NEW SEASON'S

FLOWER AND VEGETABLE

SEEDS

ARE NOW READY FOR DELIVERY.

VEGETABLE PARCEL price $7.50.

FLOWER PARCELS $10 & $5.

SPECIAL FLORISTS' SEEDS

IN SEPARATE NAMED VARIETIES.

CATALOGUES ON APPLICATION.

THE HONGKONG DISPENSARY.

Hongkong, 19th September, 1887. [22

BIRTHS.

At Hankow, on the 23rd September, the wife of W. S. AYRTON, H.B.M. Consular Service, of a son.

On the 9th October, at the Peak, the wife of BERNISHE LAYTON, of a daughter. [1964

MARRIAGES.

At the United States Consulate-General, Shanghai, by Rev. Y. J. Allen, D.D., before General Kennedy, U.S. Consul-General, AMOS DOUGLAS BROWN, of Cleveland, Ohio, U.S.A., to MARY FANNIE PETRAK, daughter of the late Albert Petrak, of Pilgrim, Austria.

On the 29th September, at H.B.M. Consulate, and afterwards at Christ Church, Yokohama, by the Rev. E. C. Irwine, M.A., JOHN WILLIAM CAIN, son of the late Captain John Cain, of Bootle, Liverpool, to ELISABETH LYDIA CECELIA, third daughter of Henry Vincent, of Yokohama.

On the 4th October, at the British Episcopal Church, and afterwards at H.B.M. Consulate, Foochow, CHARLES, son of the late James King, Esq., of Plymouth, to MARY SUSAN, daughter of the late William James Cooke, Esq., of Gloucester. [1957

DEATHS.

At Hoihow, on the 25th September, suddenly, H. HARTMANN, Imperial Maritime Customs. [1940

At Ningpo, on the 26th September, ALICE MARY, the beloved child of Rev. J. and Mrs. Bates, C.M.S., aged 3 years and 5 months.

On the 26th September, at the Royal Naval Hospital, HERBERT ALAN BANON, Assistant Paymaster, H.M.S. *Victor Emanuel*, aged 23 years. [1898

On the 30th September, at Shanghai, ROBBIE, the youngest and dearly loved child of Archdeacon and Mrs. Moule, aged 3 years and 6 months.

The Daily Press.

HONGKONG, OCTOBER 11TH, 1887.

THE objections raised to the Praya foreshore reclamation scheme have so far not been very numerous or very serious, and the opposition to it at the meeting on Saturday was of the feeblest. The scheme has recommended itself to the common-sense of the vast majority of the residents, to whom the necessity of providing for some further extension of the city has become signally apparent. The overcrowding that already exists, the efforts being made to add to the house accommodation by building upwards wherever possible, and, lastly, the continuous rise in rents owing to the supply of houses being so far short of the demand are unmistakable evidences of the fact that Victoria is growing faster in population than in area. The available area for building sites is almost all absorbed; with the exception of Causeway Bay and East Point there is hardly a rood of land not built upon. The proposed reclamation would add a very large area to the centre of the city, and would at once serve to greatly relieve the pressure now felt. The objection has been raised that the new land would be used almost exclusively for the erection of Chinese houses, and that the appearance of the sea frontage of the town would be utterly ruined. At present the City Hall and a long line of the finest hongs in the place adorn the sea frontage, and add greatly to the appearance to the city from the water. But is it so certain that no foreign hongs would arise on the new Praya frontage? We think that some of the firms now not too comfortably located inland would probably move, and sundry of the stores engaged in catering for the floating population would also find it to their advantage to move forward. Moreover, if Chinese did build on the new Praya they would be expected to put up houses of a good stamp; no ramshackle or jerry buildings would be sanctioned; nor would it pay to erect cheap and inferior dwellings in such a locality. No doubt appearances would to some extent—probably to a considerable extent—have to be sacrificed to utility, but we cannot always secure every desideratum, and must in such a case make the best choice possible. If, however, the city lost in appearance from the water it would gain most materially in healthfulness. A deep water frontage would mean the abolition of the present unwholesome exhalations from the foreshore which poison the air and render residence there so undesirable. This is of itself an advantage that will weigh down the scale against mere appearances, but it is only one of many. The fact that a new broad thoroughfare along which tramways could run without impeding pedestrian traffic or interfering with the conveyance of goods to and from godowns is another obvious benefit that would accrue. When to these is added the relief afforded to the overcrowded districts, sufficient proofs of the utility of the project have been advanced.

Differences of opinion are of course inevitable in connection with the details of the scheme, and it is to reconcile these that the Hon. C. P. CHATER has manfully applied himself. The task will not prove an easy one, but the energetic originator of the project has no doubt of his ability to bring these conflicting interests and divergent opinions into some kind of harmony. The main body of the marine lot-holders appear already, however, to agree with the scheme in its main features, and the few dissentients will probably soon come to see the futility of opposing a work of such large importance. The Chinese lot-holders seem to have taken up the matter in a business-like manner and made it very clear what they want. The resolutions passed by them on the 11th ultimo are certainly straightforward enough, and Mr. CHATER has recommended the concession of most of the points asked for, but we are by no means sure that the Government will be inclined to make it. The clause relating to the backyards, for instance, is one the Government will not like to abandon, and it is doubtful whether they will agree to the reduction of the width of the new Praya road from 75 to 50 feet. Possibly a compromise may be come to on this head, and the Government will agree to the road being made 60 feet, which would then be 10 feet wider than the present Praya. With regard to Resolution 7, do the Chinese lot-holders refer to the cross streets or to semi-private lanes and alleys? If the former, we presume the Government will make them at their own cost, seeing that they will be continuations of existing streets; but if the latter, the lot-holder who wishes, for purposes of ready communication, to make a passage or lane, called a by-path, through his block, will have to pay for it as part of his property. The lot-holders must not forget that they will undoubtedly profit most from this enterprise, and they must not expect to get all the advantage without conceding something in return. The reply of the Government to Mr. CHATER's letter of the 6th inst. with its enclosures suggesting various modifications of the conditions attached to the reclamation is looked for with great interest. The Government naturally require time to consider the matter, more especially as fresh demands have been put forward, and will not reply hurriedly. We sincerely hope, however, that no radical differences will arise to delay the completion of the pact, for if the scheme is to be carried out it cannot be commenced too soon, as it will take between two and three years to complete, and meanwhile the pressure upon the house accommodation caused by the increase of the population is daily increasing.

The *Correio Macaense* of the 7th instant says that a fire broke out on the 6th instant at a fire cracker manufactory at Sakong.

The Earl and Countess of Loudoun are among the passengers leaving this afternoon per English mail steamer *Bokhara* for Colombo.

The British cruiser *Leander*, Captain Dunlop, left here yesterday to join the gunboat *Cockchafer* in the search for the missing gunboat *Wasp*.

We are informed by the Agents (Messrs. Butterfield and Swire) that the Ocean Steamship Company's steamer *Palmyras*, from Liverpool, left Singapore yesterday morning for this port.

An inquest was held yesterday afternoon on the body of a Chinaman who was found hanging from the Canton Wharf early on Sunday morning. The jury returned a verdict of suicide.

Telegraphic advices state that the directors of the Chartered Mercantile Bank have declared a dividend at the rate of 5 per cent. per annum for the half-year ended 30th June, carrying forward to new account a sum of £35,000.

A Paris telegram published by the *Saigonnais* says the Budget Committee of the Chamber of Deputies is revising the budget of Cochin-China, and it is intended to effect reductions in the expenditure to the extent of ten million francs.

A fire broke out on Sunday afternoon in a small hut at Tai-kok-tsui, which resulted in the burning of five or six small houses or huts. The fire was occasioned through the carelessness of a small boy who was playing near a lamp in one of the huts.

The *Extremo Oriente* of the 8th instant says that Sr. Silvino Ferreira, Private Secretary to H. E. Senhor Costa, Governor of Macao, arrived here on the 7th instant to pay the Governor's respects to H.R.H. Prince Devawongsee and His Excellency Sir William Des Voeux.

The *Rangoon Gazette* says that the quarrel between the rival Chinese Societies at that port which at one time threatened to lead to a serious breach of the peace, has been satisfactorily arranged through the good offices of Mr. Olivo and the headmen of the Societies.

The *Shên-pao* corrects the exaggerated reports about the suicide of villagers concerned in wrecking cargo of the steamer *Pautah*. The troops recovered a quantity of cotton goods, and took a number of wreckers into custody. The exculpatory document forced from the Magistrate was also delivered up.

The Band of the Northamptonshire Regiment will play at the Officers' Mess, Murray Barracks, this evening, commencing at 8 o'clock. The following is the programme:—

March	"Il Reviendra"	Season.
Polka	"Love Flies"	Season.
Valse	"The Bells"	Lassere.
Fantasia	"Evening Revels"	Richards.
Selection	"The Sorcerer"	Sullivan.
Selection	"Les Cloches de Corneville"	Audran.

The Singapore *Free Press* says the *Ban Poe*, a small steamer of about 10 tons, arrived from Hongkong on the morning of the 3rd inst. after a passage of 27 days. She has been built in Hongkong for Messrs. Hong Bang Teck in Penang, to which port she will shortly proceed, and is intended to trade between Penang and the neighbouring states. Her crew, including Capt. Wiltshire, the master, numbered nine men. She had fine weather all the way down.

The *Penang Gazette* of the 27th September states that small-pox has been very prevalent in that Settlement for some weeks. The small-pox hospital, it appears, is almost uninhabitable, and isolation is more or less an impossibility. The disease got a firm hold on the place and spread to an alarming extent. "Thousands have been stricken, hundreds have died, and it is only within the last few days that the disease has shown signs of abating." The *Penang Gazette* blames the Government for undue parsimony in not having a proper small-pox hospital.

We are informed (says the *Straits Times*) that several tigers have been lately prowling about Pulo Obin, and that they have become a perfect terror to the Malay peasants. On the 28th September a Chinaman had three large pigs carried away in broad daylight, and it is a common occurrence almost every night for dogs to be carried away by these monsters. We think the Government should take steps to rid Pulo Obin of these unwelcome visitors, and as there are several shikarees in the place we have no doubt they will readily join any party organised for their extermination.

The Moukden correspondent of the *Chinese Times* says that Mr. Scheirn, the Danish gentleman who last year superintended the construction of the telegraphic lines from Moukden to Kirin, and subsequently from Kirin in Hunchun, is at present engaged in constructing a line between Kirin and the Hei-lung-chiang. Mr. Scheirn has his head-quarters in Kirin. We learn that he has constructed a telephone between the Governor-General's Yamên and the Arsenal, the first of the kind in Manchuria. Mr. Scheirn has established himself in the respect and confidence of the Kirin officials, who are inclined to be exceedingly friendly.

Yesterday morning about two o'clock a Chinese cargo boat laden with about two hundred tubs of camphor lying in the fairway near the steamer *Taisang*, caught fire and soon began to blaze up. About 3 o'clock the Government floating engine was brought from Tsim Tsatsui and taking the cargo-boat in tow pumped water on her at the same time, but without effect in quenching the flames. The boat was towed into Causeway Bay, and was ultimately burned to the water's edge. The crew escaped by jumping into the sea soon after the fire broke out. The camphor was under the care of Messrs. Douglas Lapraik & Co., who were transhipping it. The cause of the fire is unknown nor is it yet certain whether the camphor was insured or not.

It would appear from what the *Correio Macaense* says and from an official notification reproduced in that paper that there had been wild rumours afloat at Macao that the relations between the Portuguese and Chinese Governments were strained and that in consequence of that tension Macao was in imminent danger of an invasion by the Chinese forces. The Chinese shopkeepers and others became alarmed, and applied to the authorities for information on the subject, and the latter issued the notification reassuring the Chinese and warning the public generally that those who spread such false rumours will be condignly punished, there being no foundation for the malevolent rumour; on the contrary the present period is the most hopeful for political relations. The authorities have taken sufficient measures to cope with any actions of the facinorous enemies of humanity whose number is generally believed to have increased in consequence of the repressive measures against opium smuggling.

The *Daily News* says that the U.S. Asiatic squadron is shortly expected in Shanghai, and nearly the whole of the Astor House has been engaged for the officers' wives and families.

Says the *Chinese Times* of the 1st inst.:—During the past week the strong northwest winds rendered the tides so low that one or two steamers were kept at the Bar for upwards of 48 hours before crossing to come up river. The *Haeting* arrived on Sunday, the *Haean* on Monday, and several others on Tuesday, but it was not until a return tide of 13ft. 6in. on Wednesday that they were able to cross. The run up river occupied about five hours, showing that the current has considerably slackened. After the high tide the water receded to 10ft., 9ft., and on Friday morning it was only 8ft. 6in., keeping prisoners the *Haean*, *Haeting*, *Kowshing*, and *Chungking*. They all crossed, however, yesterday at 3 p.m.

LATEST TELEGRAMS.

[FROM "SINGAPORE FREE PRESS."]

THE NIZAM OF HYDERABAD'S PATRIOTIC OFFER.

BOMBAY, 30th September.

As an offset to Dhuleep Singh's agitation, the Nizam of Hyderabad has offered the Government of India forty lakhs of rupees to be expended on frontier defence.

FRANCE AND GERMANY.

LONDON, 30th September.

Schnaebele Junior has been sentenced to pay a fine of twenty marks, and to three weeks' imprisonment including detention to date.

LONDON, 1st October.

The German Emperor has ordered the release of young Schnaebele.

THE "AMERICA" CUP.

LONDON, 1st October.

The *Volunteer* won the deciding race by eleven minutes, thus retaining the Cup.

[FROM THE "SAIGONNAIS."]

PARIS, 26th September.

ANOTHER FRANCO-GERMAN FRONTIER TROUBLE.

On the Vosges frontier a German soldier belonging to the Customs fired on a student of the Military school at Saumur who was shooting on French territory. The ball passed through his thigh and killed another sportsman.

M. Flourens, Minister of Foreign Affairs, has sent a report to Berlin on the subject. The Chancellor of the German Empire has ordered a minute enquiry to be made.

THE CONSTITUTION OF THE COCHIN-CHINA COUNCIL.

M. Etianne, Under-Secretary of State for the Navy and Colonies, is elaborating a Bill to modify the powers of the Colonial Council of Cochin-China.

SUPREME COURT.

10th October.

IN SUMMARY JURISDICTION.

BEFORE MR. A. J. LEACH, ACTING PUISNE JUDGE.

WONG AFUK V. THE HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY.

The hearing of this suit was resumed.

Mr. Holmes appeared for the plaintiff, and Mr. Wilson (of Messrs. Wotton and Deacon's) for the defendants.

Mr. Wilson, in addressing the Court on behalf of the defendants, said, the evidence in this case was of such a simple nature that his observation would be very brief. He would submit in the first place that whatever conclusion his lordship came to the plaintiff could only recover one third of the damages because he was admittedly the owner of a third share in the junk only and did not own any of the cargo. In this case also the doctrine of contributory negligence would hold and if his Lordship thought that the collision was the result of want of care on the part of the junk then the plaintiff could not recover. In support of the theory of contributory negligence there were two points to be noted. One was the absolute want of a lookout, according to their own evidence, and the other was the alteration of the helm in such a way as to prevent the *Powan* going clear of them. To gain his case the plaintiff must show to the satisfaction of his lordship that his account of the collision was correct; that the action of the steamer as described by him brought about that collision, and that according to these facts the steamer was solely to blame. He must proceed on his own case irrespective of what his lordship believed of the case from the statements of the defence. The plaintiff's evidence was very contradictory and very conflicting. They were coming down the river with apparently enough wind to sail by until they arrived in what might be called the Canton River course. As they came round the point the wind failed altogether and for over half an hour the junk remained stationary. Yet they had the evidence of the plaintiff and two other witnesses that immediately after the collision took place there was sufficient wind to sail by. According to the plaintiff, the *Powan* altered her course and bore down on them striking them with her stem amidships. Now, the *Powan* was going five or six miles an hour and had she struck the junk in the manner described she must have cut the junk in two. Again, if they believed the plaintiff and his witnesses as to the distance they were from the shore when the collision occurred, the *Powan*, going in the direction they stated, must have run on the rocks and become a wreck or at any rate severely damaged herself. On the other hand the evidence of Captain Hoyland and the mate was that they were at least two miles away from any land on the starboard side. Perhaps the most important point was the evidence as to the lights. The first witness said he saw a green light only, and afterwards when pressed he said he saw the green and the white light at the same time. He also admitted that when he saw these lights he could hear the noise caused by the screw of the steamer. That showed that the steamer must have been close upon him when he first noticed it. The third witness said he was aroused by a noise on board and on getting up he saw the red light of the steamer within thirty or forty yards of them. That entirely contradicted the statement of the other two witnesses. The third witness's statement agreed with that made by the defence, except as to which side of the junk he saw the light on. From the facts and information they had he thought it was clear that there was no seaman-like lookout kept on the junk, and that was borne out by the fact that they did not see the white light until they saw the side lights, and also their admission that when they saw the lights they heard the noise of the steamer, which showed that when they first saw her she was close upon them. With reference to the lights on the junk the evidence was totally unreliable, but that was not a point of much importance, as the defence admitted having seen the junk. The only importance he attached to it was that it might help his Lordship to decide whether the witnesses were speaking the truth or not. Anything more ridiculous than the four small opium lamps being brought on deck and shown as lights, he had never heard. The story of the defence was very simple. They were proceeding up the river at about seven and a half knots. They sighted the junk at some distance, but when they began to take her into calculation for passing her she was about 150 yards away. She was sailing in a parallel course to the steamer, but in an opposite direction. While the helm was being ported to give the junk a little more room, the junk starboarded her helm and took a course which would take her across the bows of the steamer. The mate did all in his power to avoid a collision. He ordered the helm to be put hard a port, blew the whistle, and stopped the engines. The collision was a very slight one the junk having got almost in a line with the steamer. As to the cargo, the defendants were not liable to damage to cargo. The plaintiff's evidence as to the cargo was moreover most unsatisfactory. Then there was the damage done to the junk. Captain Hoyland had told them that the damage was done to the light woodwork above the deck and that $50 would go a long way in repairing it. A very curious and suspicious fact was that no particulars as to the repair of the junk had been forthcoming. As to the claim for $300 for the time the junk was under repair, the plaintiff must entirely fail to make it good. It was absurd to suppose in the first place that it would take ten days to repair the slight damage done to the junk. Ten days would almost build a junk like that one. And the claim at $30 per day was preposterous. In the case of a sailing vessel of 3000 tons only $30 per day was allowed to the charter parties for demurrage. In this case his lordship had no assessors to assist him and he presumed it was not a case for reference to the Registrar, and it was therefore incumbent on the plaintiff to prove most clearly the particulars of his claim.

His Lordship asked Mr. Wilson if he could cite any cases having reference to costs. Supposing he came to the conclusion that the junk contributed to the collision and that the steamer might have done something which she did not to prevent the collision, how about costs?

Mr. Wilson said he had not looked up any cases bearing on the point, but he thought the ordinary rule as to costs would apply in this case. If the plaintiff received any damages from the defendants he would be entitled to costs. On the other hand if his Lordship came to the conclusion that the junk was to blame through contributory negligence and did not obtain some substantial amount of damages, then he submitted that the defendants would be entitled to costs.

Mr. Holmes, on behalf of the plaintiff, said the first point he would deal with was his friend's statement as to his client being able to recover one third only. His client was the working manager, taking all responsibility, and was in fact the agent of the other two who did not live in the colony. As to the question of cargo there was direct evidence, supported by documents and receipts showing the value of the goods actually paid by the plaintiff. He submitted that was the best possible evidence which could be brought forward. The cargo, which was heavy, was placed on the upper deck, and when the collision took place was thrown into the sea and immediately went down. On junks of this kind there was usually a considerable quantity of cargo, and he submitted that there was every probability that a large amount of it would be lost in a case of collision. He thought he was able to show from the evidence of the plaintiff's witnesses, and from certain remarks made by those for the defence, that there was no contributory negligence on the part of the plaintiff, and that the steamer was entirely to blame. The mate had admitted seeing the junk at some distance off, and there was no doubt that it was entirely in his power to deal with the steamer in any way he thought best for the safety of the junk. Evidence went to show that the course of the steamer was not altered till within 150 yards of the junk, when at the rate the steamer was going she must almost immediately after have been close to the junk. The statement of Captain Hoyland as to the position of the steamer he did not propose to question, but it appeared to him and he submitted to his lordship that though some weight must be attached to his evidence, considering he was on the deck only just as the collision was actually taking place that those on the lookout must be in a far better position to give an account of the affair than he could. It had been said that the evidence of the plaintiff and his witnesses was contradictory. He admitted there were discrepancies in their statements, but as his lordship was well aware Chinese witnesses frequently got confused under examination, and thinking it necessary to say something gave answers without due thought and consideration, and therefore they must necessarily appear at a disadvantage in comparison with a man with such a knowledge of seamanship as Captain Hoyland. The story of the plaintiff was that he was coming to Hongkong from Sanchan. That immediately the steamer was sighted joss paper was burnt. That they had a lamp at the foremast head. In addition to that they brought some small lamps and placed on the deck. His friend had thought proper to characterise such a proceeding as ridiculous, but he held that if people had not big lamps to show for lights, the best thing they could do was to use small ones. According to the evidence of the mate he did not alter his course till within 150 yards of the junk. When quite close to her he gave the order to port the helm, blow the whistle, and stop the engines. He said the junk was sailing at the time, but according to the evidence of Captain Hoyland the breeze had only a force of 4, while the plaintiff's statement and that of his witnesses was that the junk was stationary. Considering, then, that the junk was going at a speed of about seven knots the orders given by the mate were useless, as they were then so close to the junk that they collided before any effect resulted from those orders. According to Captain Hoyland there was no land on their starboard side for about two miles so that there was nothing to prevent them giving the junk a wide berth, and there was no doubt their course should have been altered before getting so close to the junk. The evidence of the plaintiff and the steersman was borne out by the third witness, a constable in the Water Police. The man had no interest whatever in the matter and he thought some weight should be attached to his evidence. As to the question of damage to the junk he submitted the evidence produced was sufficient. The statement by Captain Hoyland that there was damage done to the extent of $30 showed that it was considerable. The whole evidence on behalf of the plaintiff had clearly proved that the steamer was in fault. The junk was stationary and therefore no blame could be attached to her. The junk was sighted at the distance of half a mile by the steamer; had proper precautions been taken there could have been no difficulty in the steamer giving her wide berth. He should like to just call his lordship's attention to the very significant remark made by the mate when he gave the order to port the helm. According to the evidence of the pilot the mate said to him "Port the helm a little and give the junk a chance." He (Mr. Holmes) submitted with confidence to his lordship, upon the evidence produced, that there was no contributory negligence on the part of the junk and therefore his client was entitled to the amount claimed, with costs.

His Lordship said he would reserve his judgment and also consider the question of costs, but informed Mr. Holmes that he did not think he could place much reliance on the evidence of the plaintiff.

Judgment was accordingly reserved.

POLICE COURT.

10th October.

BEFORE MR. H. E. WODEHOUSE.

RETURNING FROM BANISHMENT.

Chan Tsz was convicted of returning from banishment and was sentenced to twelve months' imprisonment with hard labour.

GAMBLING CASE.

Five men were convicted upon the information of Inspector Swanston of gambling at No. 21, High Street, on the 9th inst.

The first defendant, who was the master of the house, was fined $100 or three months' imprisonment with hard labour, the others were fined $10 each or in default twenty-one days' imprisonment.

BEFORE MR. N. G. MITCHELL-INNES.

ALLEGED LARCENY.

Henry Brady, unemployed seaman, was charged with stealing clothing to the value of $50, the property of John P. Elsworthy, on the 6th inst.

Complainant said he had been chief officer on board the barque *Kitty*, but was at present out of employ. He was staying at Lemon's boarding house. The clothing in court belonged to him. He had it in his room and last saw it there on the 6th inst. about 9 a.m., when he went out. He did not return till the 7th instant about 1 p.m., when he missed the clothing and reported the loss to those in charge of the house. Shortly afterwards defendant returned to the house and he charged him with the theft. He admitted having taken the clothing, and witness sent for a police constable and gave him in charge.

His Worship remanded the case for a week.

OPIUM CASE.

Wong Ayau, for being in possession of thirty-four taels of prepared opium without having a valid certificate, was fined $50 with the alternative of three months' imprisonment with hard labour.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our Correspondents.]

AN ACKNOWLEDGMENT.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—Will you allow me in your paper to take the opportunity of publicly thanking, on behalf of the shipwrecked crew of the *Oxford*, those ladies and gentlemen who so willingly and liberally came forward, in response to my appeal last week in your columns, with contributions of clothing and money. I may add that the men have expressed their grateful feelings towards their benefactors in a very hearty manner, and have desired me to signify the same.—I remain, your obedient servant,

A. G. GOLDSMITH,

Sunnyside, Hongkong, 10th October, 1887.

FOOCHOW.

A Chinawoman of about 39 years of age gave birth the other day to three female children. Such cases are very rare in China, and, according to Chinese law, if they were all boys they would have to be presented to the authorities and all would be beheaded, as it is supposed that one of the three would be the future invader of the Empire.

On the 27th ult., at about 4.50 a.m., a fire broke out at A-loo and about 80 Chinese houses were destroyed. It is said that the fire originated through cooking chow chow for a party of men who returned from a funeral. No lives were lost, we are glad to say, and the amount of property destroyed was very small.

We have just been informed that some lekin men,—now out of remunerative employment as lekin runners—are playing a nice game with the sampan men. All the way down to the Anchorage many of these unemployed likin servants are freely getting hold of sampan men who use a gun for sporting purposes, and, unless a certain sum is paid the guns are detained until the squeeze is paid.

About 10 catties of 2½ years old native opium, kept in a jar, was opened the other day, and was found to be not only in capital condition, but as good as Patna in every respect. This discovery will lead, we are told, to the natives keeping a large stock over from next year for two years following, in order to be able to obtain the same price as Patna realises, and its cultivation, we dare say, will be on a rather larger scale in order to enable this to be done.

Our poor native officials, being no doubt very hard up, have again tried to put upon the native butchers a squeeze of 200 cash each pig. During the last twenty days, on account of the unjust demand, pig killing was entirely stopped, and firm steps were taken by the butchers against the unfortunate officials, and we are glad to say that as soon as the squeeze came to the Viceroy's notice, he at once issued a proclamation prohibiting the said tax, and setting the butchers free, so that business was resumed on the 27th ult.

We hear that some trouble is in store for the officials in charge of the cash mint at this port. It is said that some 50 cash from the mint were sent to Peking as samples, and as they were found to be the best when compared with those of other ports, an order was sent to the unfortunate official for 300,000 cash for the use of the Imperial household. This order, we are told, cannot be fulfilled unless a rather heavy loss falls on the official in charge of the mint, as the cash sent as samples were cast purer than others, and much larger.

We notice from an express issued the other day, that the Stewards of the Race Club called the members together to discuss with them the prospects for a race meeting, which, we understand, looked a trifle *thin*. We hear that the call was well responded to, and a very full meeting took place, with the result that, though nearly all the old *sports* will be absent and there are only some two or three old ponies in the place, an effort will be made to hold a small race meeting some time in December, subscription griffins being made the basis. Eleven of these animals are already subscribed for, and we hope, before the list closes, to hear that eighteen or twenty are coming. Any such number as this would furnish material for a couple of days' capital racing, and any amount of fun during the training.—*Echo.*

PEKING.

27th September.

The weather here is now everything that could be desired. Our residents have nearly all returned from the hills. Messrs. Rockhill and Paasch have started for a month's trip to Wu-tai-shan, the celebrated mountain in the North of Shansi. They go by way of Kalgan. We are about to lose a few more of our residents as Mr. and Mrs. Dane, Mr. Liot, and Mr. Goschen are preparing for their departure. Mr. and Mrs. Morse have arrived at the Customs. Mr. Taylor, we hear, has taken over the Customs Postal Department here. The much frequented but deplorably bad Customs' lane is, we are happy to observe, being overhauled by some unknown individuals.

The Belgian Legation has at last found a resting place for the soles of its feet near the East single ornamental arch. Peking has had a large contingent of Koreans all the summer, and the other day six cart loads of large yellow bundles of Korean paper and silk were taken into the Palace. The French loan with the Palace Household is still in an unsettled condition, as far as the Chinese officials are concerned. Other loans of a favourable character could easily be contracted if foreigners understood Chinese administration better; but ignorance of this leads them to demand difficult or impossible conditions. Foreigners know nothing but the Tsungli Yamên and the representatives of their respective Legations, Messrs. Henzigsen and Judd are at present attempting to secure the ratification of the telegraphic agreement made last August at Chefoo. The matter is at present under discussion. Mr. Little of Ichang, I hear, has also arrived and is a guest at the British Legation. His visit, it is reported, is connected with the Ichang and Chung-king steamer arrangements. The Viceroy of Nanking is expected here overland in a month or two. The newly appointed Chinese Minister to Japan, Li Su-ch'ang, has been paying official visits to the various Legations, prior to leaving for the country of the Rising Sun, and Mr. Shioda, the Japanese Minister, leaves Japan next month to return to his post here. The members of the Chinese travelling mission are about to start. The ripe scholar who headed the examination, Mr. Fu, goes to Japan, North and South America. He gave a grand Chinese dinner to a few friends, including Drs. Martin and Dudgeon, and some Japanese. This mission augurs well for China.—*Daily News* Correspondent.

FRANCO-CHINESE ADDITIONAL CONVENTION OF THE 26TH JUNE, 1887.

The *Chinese Times* translates the above from the Chinese text published in the *Shih-pao*:—

The President of the French Republic and His Majesty the Emperor of China, being desirous of promoting the development of the commercial relations between the two countries and of assuring the thorough execution of the Treaty of Commerce signed at Tientsin the 25th April, 1886, have decided to conclude an Additional Convention modifying some of the stipulations contained in the said instrument. To this end the two high contracting parties have named as their respective plenipotentiaries: The President of the French Republic M. Constans, Deputy, Former Minister of the Interior and of Worship, Commissioner of the Government, Envoy Extraordinary of the French Republic in China. And His Majesty the Emperor of China His Highness Prince Ch'ing, Prince of the Second Rank, President of the Tsung-li Yamen, assisted by His Excellency Sun Yü-wên, Member of the Tsung-li Yamên, first vice-President of the Board of Works; who, after having mutually communicated their full powers, and finding the same in good and proper form, have agreed upon the following articles:—

Art. I.—The treaty signed at Tientsin on the 25th April, 1886, shall be, immediately after the exchange of ratifications, faithfully put into execution in all its clauses, excepting those which the present convention is intended to modify.

Art. II.—In the execution of Article No. I. of the treaty of April 25th, 1886, it is agreed between the two contracting parties that the town of Lung Chou in Kwangsi, and that of Mêng Tzu in Yunnan are open to Franco-Annamite commerce. It is understood, moreover, that Mang Hao, which is on the waterway between Pao Shêng and Mêng Tzu, is open to trade like Lung Chou and Meng Tzu, and that the French Government shall have the right to keep an agent there to take the place of the consul of this latter town.

Art. III.—With a view to developing as rapidly as possible the commerce between China and Tonquin, the rights of importation and exportation, stipulated in Articles VI. and VII. of the treaty of the 25th April, 1886, are provisionally modified as follows:—Foreign merchandise imported into China by the open ports shall pay the duty according to the general tariff of the Maritime Customs reduced by three-tenths. Chinese merchandise exported to Tonquin will pay export duty according to the said general tariff reduced by four-tenths.

Art. IV.—Produce of Chinese origin which shall have paid import duty according to paragraph I. of Article XI. of the treaty of 25th April, 1886, and shall be transported through Tonquin to an Annamite port, shall on leaving this port, if destined for another country than China, be subjected to the export duty as fixed by the Franco-Annamite tariff.

Art. V.—The Chinese Government authorizes the exportation of indigenous opium in Tonquin by the border routes, paying an export duty of twenty taels per piecul, or one hundred Chinese pounds. French merchants and French *protégés* will only be entitled to buy opium in Lung Chou, Mêng Tzu, and Mang. Hao. The *likin* and barrier dues that the native traders will have to pay on this produce will not exceed twenty taels per piecul. The Chinese traders who shall have brought opium from the interior will deliver to the buyer, together with the goods, the receipts certifying that the *likin* has been entirely cleared, and the buyer, at the time of paying the export duties, will present these receipts to the Customs, who will cancel them. It is understood that this opium, in the case of its returning into China, either by the frontier route, or by one of the open sea ports, cannot be classed as re-imported produce of Chinese origin.

Art. VI.—French and Annamite ships, with the exception of gunboats and of the vessels employed in the transport of troops, arms, or ammunitions of war, will be able to pass between Liang Shan and Kao P'ing by the rivers (Sung Chi-chiang and river of Kao P'ing) which join Liang Shan to Tung Chou and Lung Chou to Kao P'ing. There shall be levied on these boats, for each passage, a tonnage due of 5 tael cents per ton, but the merchandise composing the cargo shall not be subject to any. Merchandise destined for China may be conveyed by the rivers referred to in paragraph I. of the present article, as well as by the over-land routes, and especially by the mandarin road which leads from Liang Shan to Lung Chou; but until such time as the Chinese Government shall have established a Customs office on the frontier merchandise passing these roads by overland routes may not be sold until after having paid the duties at Lung Chou.

Art. VII.—It is understood that France will enjoy full rights, and, without the necessity of previous negotiations, all the privileges and immunities, of whatsoever kind they may be, and all the commercial advantages which may be granted hereafter to the most favoured nation, by the treaties and conventions whose object is the regulation of political and commercial relations between China and the countries situated to the south and south-west of the Chinese Empire.

Art. VIII.—Having by common consent resolved upon the above dispositions, the plenipotentiaries have placed their signature and their seal on two copies, in the French language, of the present convention, as well as on the Chinese translations which accompany each of these copies.

Art. IX.—The stipulations of the present additional convention shall be put into force as if they were inserted in the text of the treaty of the 25th April, 1886, from the day of the exchange of the ratifications of the said treaty and convention.

Art. X.—The present convention shall be immediately ratified by His Majesty the Emperor of China, and as soon as it has been ratified by the President of the French Republic, the exchange of ratifications shall take place at Peking. Drawn up at Peking, 26th June, 1887.

(Signed) CONSTANS.
" PRINCE CH'ING.
" SUN.

A RAILWAY FOR MANCHURIA.

MOUKDEN, 11th September.

In a recent article you express a doubt as to whether a railway in Manchuria would be a remunerative concern beyond Moukden. On this question I do not think that any one knowing the country and the state of agriculture could entertain any other than an opposite opinion. I am convinced that at least to Kirin a railway would be a commercial success, and such a railway would soon make another pushed farther north a similar success. The whole rich wide valley of Manchuria, up to the southern bank of the Songari as it flows eastwards after its junction with the Nonni, is occupied by diligent agriculturists.

During the whole winter there is an interminable line of carts from that remote river at, and east and west of, San-hing, laden with beans, oil, or other produce. When I mention that two tons of produce require a team of from 7 to 9 sturdy animals under the care of 2 men, and a journey of 14 days to bring the stuff to the port at Newchwang, you will understand that the cost of transport greatly exceeds the value of the produce at the place of production. In fact, I have heard it repeatedly said that grain produce, if put on the carts for nothing, would not pay the cost of carriage from beyond the Songari, or from many places to the south of it. Even as it is, the price of grain there is nominal. Hence the great temptation to cultivate opium, which is so valuable in proportion to its bulk.

This matter of carriage, which would be simplified, cheapened, and improved, is not the only advantage to be derived from a railway. I have stated that the price of produce even on the southern side of the Songari is merely nominal because of the cost of transit. It will be, therefore, clearly understood how unprofitable beyond providing food for the producer would be cultivation in the rich soil of the province of Heilung-kiang. A railway to the Songari would at once open up to cultivation that large province at present virtually unpeopled. Thus a stimulus would be given to emigration northwards, which would soon change that region into cultivated farms like Liaotung and Kirin. The impetus would be all the greater because of the comparatively trifling cost at which an emigrant could be placed by the railway on the Songari.

From the great amount of produce already coming down from and through Kirin to the port, I can see no reason to question the commercial success of a railway from Newchwang to Kirin. That even the same extent of country could send down very much larger supplies if carriage were cheapened is also unquestionable, and there is nothing further required to open up Heilung-kiang to a rush of agricultural emigration but a railway to the Songari. At present I should suppose that the Chinese occupying and paying rents to Mongol princes for farms on Mongol soil cannot be reckoned at less than a couple of millions. These would certainly prefer to be under the direct jurisdiction of Chinese authorities, as their relations with their Mongol landlords are not always satisfactory. Besides these the south of Manchuria is constantly being off northwards, while Shantung and Chihli send annually a large number of emigrants. The lands which by their position make reclamation profitable are mostly occupied, and except Heilung-kiang province there is no wide scope for the energy of these surplus farmers, and without a railway their prospects in that province are cheering only in so far that they could not starve.—*Chinese Times.*

COMMERCIAL INTELLIGENCE.

MONDAY, 10th October.

EXCHANGE.

ON LONDON.—	
Telegraphic Transfer	3/2½
Bank Bills, on demand	3/2½
Bank Bills, at 30 days' sight	3/2½
Bank Bills, at 4 months' sight	3/2½
Credits, at 4 months' sight	3/2½
Documentary Bills, at 4 months' sight	3/3
ON PARIS.—	
Bank Bills, on demand	4.03
Credits, at 4 months' sight	4.12
ON NEW YORK.—	
Bank Bills, on demand	77½
Credits, 60 days' sight	78½
ON BOMBAY.—	
Telegraphic Transfer	225
Bank, on demand	225½
ON CALCUTTA.—	
Telegraphic Transfer	225
Bank, on demand	225½
ON SHANGHAI.—	
Bank, at sight	72¾
Private, 30 days' sight	73¼

SHARES.

Quotations are:—

Hongkong and Shanghai Bank Shares—124

The Youghal evictions have been abandoned in consequence of the hostility of the people.

ROME, 29th September.

The Italian Army Corps starts for Massowah in November, prepared to commence operations forthwith in the event of King John's proposals being unacceptable.

BERLIN, 29th September.

Popular feeling in Germany is running high; it is maintained that the French sportsmen were trespassing on German territory.

LONDON, 30th September.

The Nizam of Hyderabad has offered the Imperial Government forty lakhs of rupees for the protection of the Indian frontier.

Colonel Sir J. West Ridgeway has been appointed Under-Secretary of State for Ireland.

LONDON, 2nd October.

The *Volunteer* has won the cup by eleven minutes.

The proprietor of *United Ireland* has been summoned for publishing the doings of the suppressed branches of the National League.

LONDON, 3rd October.

The Lord Mayor of Dublin has been summoned for the same offence as Mr. Patrick J. O'Brien.

Advices from the Stanley expedition report all well up to the 25th July.

LONDON, 5th October.

Owing to the strained relations existing between the French Resident and the Government of Madagascar he has lowered his flag and left the capital, Tananarivo.

LONDON, 6th October.

M. Crispi has stated that if Italy joined the Austro-German alliance it cannot permit the Levant to become a Russian lake.

The Porte has accepted General Enruoth's mission.

LONDON, 7th October.

It is reported from Madagascar that friendly relations have been resumed with France.

The summons against Mr. Sexton, Lord Mayor of Dublin, has been dismissed, but the Crown has appealed.

HONGKONG'S NEW GOVERNOR.

We may say without fear of contradiction that His Excellency Sir WILLIAM DES VŒUX has made a good first impression in the Colony he has just come to govern. The unpretending simplicity of his few words of greeting to the Council and public, after taking the oaths, his unaffected demeanour, and his natural courtesy have combined to strongly prepossess those of the community present in his favour. Sir WILLIAM DES VŒUX announced no policy, made no promises. No violated pledges can therefore be brought up against him in the future. Hongkong has had enough of promises—often none too well fulfilled—to welcome a Governor who comes empty-handed and merely gives the residents friendly greeting. We know but little of the new Governor, but all that we do know is greatly in his favour, and we may therefore well take him on trust and give him credit for every good intention. That he is neither a weak man nor a vain man one glance at his resolute face is sufficient to assure the most careless of physiognomists. His quiet remark that he preferred deeds to words is, we hope, an indication that his administration will be marked by activity, firmness, and impartiality.

THE PROTECTOR OF CHINESE AND HIS PROTEGES.

The *habeas corpus* case decided in the Supreme Court on the 6th inst. has afforded an insight into the working of the Registrar-General's office and brought to light facts which certainly do not reflect any credit on the discretion of the Acting Head of that department. Some time ago a detective of the Po Leung Kuk—or Society for the Protection of Women and Children—went on board a steamer on the berth for Singapore and there found six girls of various ages in charge of a woman. His suspicions were aroused and he took the girls and the woman before the Acting Registrar-General. The result of that official's investigation was that the girls were sent to the Tung Wah Hospital. The woman, who was thus deprived of the custody of her charges, retained the services of Mr. CREASY EWENS as her solicitor, and another woman, who came down from Canton and claimed to be the mother of two of the girls, also retained Mr. EWENS and joined in the attempt to obtain recovery of the custody of the children. Mr. EWENS accordingly wrote to the Acting Registrar-General, requesting to be allowed to see the girls, also asking under what Ordinance action was being taken, and that if it were under Ordinance 9 of 1887 an investigation might be held before a Magistrate as provided for in that Act. Mr. LOCKHART simply took no notice of Mr. EWENS's application, and the claimants were compelled ultimately to proceed by writ of *habeas corpus*. The result of the trial was that the claimants were unable to make good their claim, and the girls were, with the exception of one who has got married, sent back to the Tung Wah Hospital. It would appear therefore that Mr. LOCKHART was right in detaining the girls in the first instance; but this cannot justify his subsequent rough-riding over the law. The Court censures him, though in very mild terms:—"It appeared from correspondence annexed to Mr. EWENS's affidavit that he had applied both at the hospital and to the Acting Registrar-General to be allowed to communicate with the girls, but the Tung Wah chairman said he held the girls by order of the Acting Registrar-General, and refused the solicitor access to them, and apparently the Acting Registrar-General did not give Mr. EWENS much satisfaction as to the cause of the detention. . . . Whilst fully recognising the fact that these girls have been probably saved from a life of degradation we think that Mr. EWENS, the solicitor who appeared for the custodian, might have been furnished with fuller information as to the reasons for their detention, and that the Acting Registrar-General, whilst actuated by the best motives, would have been better advised had he enforced the provisions of Ordinance 9 of 1887, which gives him large powers, or directed steps to have been taken under Ordinance 2 of 1875. As it was he was acting under the authority of neither Ordinance." The censure was emphasised by the order that no costs would be allowed on either side. As the writ was directed to the Chairman of the Tung Wah Hospital the costs of the defence will, in the first instance, fall upon him, but he was only the instrument of the Acting Registrar-General, and presumably the costs will be paid by the Government. Mr. LOCKHART's mistake is quite inexcusable, inasmuch as a law was passed only a few months ago for the special purpose of meeting such cases as the one he had to deal with on this occasion. When that Ordinance was under discussion in the Legislative Council the Hon. F. STEWART said that many girls had been detained without any legal authority and that the object of the Ordinance was to allow that to be done by warrant of law which had hitherto been done without such warrant. The Bill was regarded with some apprehension as giving the Registrar-General powers of too large and inquisitorial a nature, and in order to meet the objections raised to it it was provided amongst other things that any one aggrieved by the action of the Registrar-General might demand to have the case committed for trial before a Magistrate. That is what was done on this occasion. Mr. LOCKHART refused to comply with the demand, not in express terms certainly, but by simply ignoring the communications addressed to him. It may have been, as the Court says, that he was actuated by the best of motives, though it is difficult to divine what worthy motive could be served by refusing a trial according to process of law. An official, however, is expected not only to be actuated by the best of motives, but to know his business.

Having found that the girls could not properly be restored to the women who claimed their custody, the Court had to decide on what was to be done with them. The Acting Chief Justice in his judgment said it was the opinion of the Court that it was for the interest of them all to remain at the hospital, and the Chairman had stated his readiness to take charge of them in their own interest. His Honour went on to say that the publicity given to this matter must result in good, and to eulogise the Po Leung Kuk, which he said was a purely benevolent society, having for its aim the assistance and rescue of unfortunate women and girls who have been kidnapped or purchased as slaves for immoral purposes, and their settlement in life in a respectable manner. The aim, as will be seen, is a very benevolent one indeed, but unfortunately the methods of the Society leave much to be desired. It can hardly be considered satisfactory in a British colony that Chinese runners, called detectives, should have power to arrest persons without a warrant. Who knows what squeezing and corruption may go on under such a system? Blackmail might be levied from every emigrant. The Acting Chief Justice says the Society maintains a number of detectives at its own expense, and he adds that it is within his personal knowledge that it has done really good service in the past. Having previously held the office of Registrar-General Mr. RUSSELL has had good opportunities of forming a judgment, and we are content to accept his verdict, though as a matter of abstract principle we cannot see how an *imperium in imperio* and the power of arrest without legal warrant can ever be justified; the system contains the germs of evil, even if the evil has not yet developed itself. But on the next point we must join issue with Mr. RUSSELL. He says that for want of a "home" or building to house such girls the society must be much hampered in its action, and the hospital authorities had taken charge of them simply because there was no place else for them; but a hospital is sound for sick people, and the committee should not be troubled with a number of young girls; the maintenance of such girls was a tax which the hospital should not be called upon to bear. His Honour says that obviously the time has come when a home should be established, and that it is a matter that the Government might fairly assist in. The Government might assist, perhaps, to the extent of giving a site for the building, or an annual contribution from the charitable fund, as it does in the case of other charities, but beyond this we maintain the Government has no right to go. The work is one which should owe its institution to private charity, as orphanages in England do. The girls for the most part do not belong to this colony, and ought strictly speaking to be placed under the charge of the authorities at Canton. But as objections may be urged against their being returned to Chinese territory, on account of the existence there of domestic servitude, they are retained here. The State, however, having released them from their bondage, they have no further claim, except such as the poor and distressed always have on the charity of the opulent and benevolent. The Chinese have shown how easily they can raise money for any work in which they take a real interest, as for instance, for the building of a Chinese Chamber of Commerce. Let the same course be adopted with reference to a house for friendless girls, and we are sure ample funds will be forthcoming. The institution, too, would without doubt have a much more useful career before it if founded on such a basis than if it were launched forth trammelled by red tape, made a subsidiary department to the Registrar-General's Office, and handed over to a young cadet to try his prentice hand on.

THE PROPOSED OPENING OF THE WATERWAYS OF SOUTH CHINA.

The reply of the Under Secretary of State to the question put in the House of Commons on the 29th August by Mr. WEBSTER with reference to the proposed opening of the waterways of South-western China to British trade was satisfactory. Sir JAMES FERGUSON said:—"Her Majesty's Minister in China has been instructed to ask the Chinese Government to give such facilities for the navigation by foreign steam vessels on the Canton river and other waterways of Southern China as will enable British trade to compete on fairly equal terms with the trade across the frontier of Tonquin, which has been opened to France by the Commercial Convention of Tientsin." An effort is to be made to secure a fresh outlet for foreign trade and something akin to equality of commercial privilege with France. But why was action not taken earlier? It is true that the CONSTANS Treaty has only just been signed, but the agreement negotiated by M. COGORDAN last year secured the main privileges, and the British Government should have been moving long ago. As we remarked a few days ago, Mr. O'CONOR squandered a trump card when he surrendered the right to despatch a mission to Thibet. Mr. COLMAN MACAULAY's special mission might have been postponed in deference to the wishes of the Chinese Government, but the right to send it at a later date should have been held in reserve. We have abandoned the right to explore Thibet apparently in perpetuity, and that interesting and mysterious land will continue for an indefinite period closed alike against the scientific explorer and the enterprising trader. Nor is this the only or most serious effect our yielding policy is likely to have had in Peking. The fatal facility with which our diplomatists have latterly conceded points all along the line without adequate return, is perilously calculated to induce the mandarins, ever too ready to mistake conciliation for weakness, to believe that the British lion's teeth have been drawn and that he may now be rebuffed with impunity. The reluctant consent just wrung from the Chinese Government by Sir JOHN WALSHAM for a pioneer steamer to proceed to Chungking, with the condition attached that it shall *carry no cargo* may be taken as an indication of the temper and feeling of Peking. It may be conceded that they are within their strict legal rights in insisting on this condition, for the clause in the Chefoo Convention is so vaguely worded that no claim to trade there can be made until steamers have first ascended the river to Chungking. But the intention was there, and if the Chinese Government had been actuated by either a liberal or a friendly spirit they would not have refused leave to the steamer to carry a cargo and thus diminish the cost of the enterprise. But they evidently have no desire to open up the Yangtsze further to foreign trade, and we fear they will evince no greater readiness to permit the opening of the Chukiang and its affluents to foreign steam navigation. However, it is some consolation to know an effort is being made to procure the concession. The British Minister at Peking has been accused by some of our Northern contemporaries of apathy, indifference, or ineptitude for his post, but it is to be hoped that, now an opportunity has arisen, he will prove to demonstration that he is neither deficient in energy nor wanting in diplomatic skill. Sir JOHN WALSHAM is not responsible for the gaps in the Chefoo Convention, which is Sir THOMAS WADE's achievement; nor can we fairly judge whether it was in the power of a determined diplomatist to insist upon the spirit rather than the letter of the Convention being adhered to. However that may be, we trust Sir JOHN may distinguish himself now by bringing the negotiations he has been instructed to commence to an early and a successful conclusion.

TIENTSIN CRITICISMS OF HONGKONG.

That vigorous journalistic sapling in the far north of China which has taken to itself the somewhat ambitious title of the *Chinese Times* is determined to be heard. Unfortunately for itself, its zeal out-matches its discretion; in the effort to gain notoriety it has indulged in grievous slander. A mild rebuke was administered in these columns some time ago, and our Tientsin contemporary has taken it in such ill part that it has emptied the vials of its wrath upon us. We have no particular objection to be termed "venerable," for this journal has just completed its thirtieth year, and this certainly is a venerable age for Hongkong. Our modesty might rebel against the designation of "angel" were not the term qualified by the adjective "prudish," and had not our young contemporary inferentially ranked itself among the fools. We lay no pretensions to angelic qualities; and we impute no monopoly of folly to the *Times*; but certainly that journal might have made a painful discovery of the fatuity of its recent articles had the persons libelled chosen to take action, as they were kindly urged to do by one of the Shanghai papers. A better and quite as apt a quotation as the line from POPE would have been the one from SHAKESPEARE which possibly suggested it:—

That wrens make prey where eagles dare not perch.

The pecking of the Tientsin wren—as was probably calculated when the libellous article was written—after being publicly contradicted has been disregarded; had a local paper indulged in similar injurious personalities, it would—and justly so—have had to bear the consequences. Fair criticism is productive of nothing but good, but random statements, based on airy imagination or current rumour—usually a lying jade—are much to be deprecated, and more especially so when set forth with the prominence with which leaded type and the editorial sanction invest them. Truly, the *Chinese Times* is juvenile; perhaps, like a young bear, it has all its troubles before it, and unless it exercises more discretion in future it will gain its experience at some cost both of substance and reputation.

Our contemporary, with the puling persistence of a peevish child, not content with its first attack, in which it was shown to be entirely wrong in what it put forward as facts, continues to harp on the same string, dealing more, however, in generalities and less in personalities. The ways of the Hongkong share market are more or less directly characterised as dishonest. The precise form of dishonesty so rampant amongst us is not described with any clearness; we are told we are in a shocking state, but are left to diagnose the disease for ourselves. Well, perhaps we may be in a shocking state, but if so we are at least no worse than other stock markets; in fact, if the methods of the "wast operations in shares" which take place are "peculiar" it is because they are somewhat more honest than is unfortunately the case elsewhere. We are not concerned now to defend the business of trafficking in shares; there is undoubtedly a large element of gambling in it, and purists may make out a good case against gambling *in toto*; but the only point on which the gamblers themselves can claim to be heard is as to whether the game is played fairly or not. In his article in *Murray's Magazine* on "Crime and Criminals, 1837-1887," Sir EDMUND DU CANE, dealing with the influence of education on crime, says:—"The systems which go by the name of Bearing and Bulling in stock dealing are without question sometimes carried on in a manner fully as dishonest as highway robbery, though legally they are not criminal. . . . Those who practise them profit by exciting alarm just as much as the highwayman who presents a pistol at a traveller's head." This species of dishonesty is unfortunately inseparable from stock exchange business; wherever there are shares to be dealt in, there will also be found Bulls and Bears. But in Hongkong, we claim, the business is much freer from abuse than in most other places. The Browns, Joneses, Schneiders, and Mordecais who according to the *Chinese Times* constitute the boards of the various public companies of Hongkong are all men with a substantial interest in the undertakings they are elected to direct, they are all known to their fellow citizens, and a speck on their character would assume a larger importance in the eyes of a small community like this where every one knows every one else than would be the case under similar circumstances in the less homogeneous communities of the large cities of Europe and America. In short, we claim that the commercial morality of Hongkong and of the foreign communities of the Far East generally is above rather than below the average of other parts of the world. The guinea pig director is an unknown individual here, and the opportunities of floating bogus companies are so small that the attempt is never made. Some joint stock undertakings, both in Hongkong and Shanghai, have failed, it is true, but in no single case has dishonesty been brought home to the promoters. As to operations in the share market, we are not prepared to say that directors may not at times have made dishonourable use of their exclusive information. That is a matter that can only be guarded against by selecting men of unimpeachable honour. Our Tientsin contemporary seems to think it is the business of a newspaper to keep the directors straight, and would have us crystallise in print every rumour that flies about reflecting on their character. That is not our own view of the duty of a newspaper; we hold ton the contrary, that a public journal ough, to insert nothing reflecting on the honesty or honour of an individual unless on evidence which would be deemed conclusive in a judicial trial. Our contemporary put its precepts into practice recently and on the strength of rumour brought against a prominent commercial man a charge of commercial immorality of a most serious character; the charge was shown to be totally unfounded, and the *Chinese Times* had to express its regret for having given it publicity, which it did, however, in a very ungracious manner. The whole proceeding was extremely undignified and humiliating, and might well serve as a warning to all budding journalists of the slap-dash temperament.

Our contemporary makes good only one of the several points of its criticism, and this is one on which circumstances seem to preclude all hope of amendment. We refer to the plurality which prevails in the directorates. "The Dock directors are Messrs. BROWN JONES, SCHNEIDER, and MORDECAI, BROWN being Chairman. The Insurance Company has JONES, SCHNEIDER, MORDECAI, and BROWN, JONES being Chairman. The Bank has SCHNEIDER, MORDECAI, BROWN, and JONES. And so on." The system is not a good one theoretically, because one never knows when the interests of two different companies may come into conflict, but in practice it is found to work without bringing any great evil in its train, as witness the flourishing condition of the various public companies. The reason why the changes have to be rung on such a small number of individuals is obvious. Capital is controlled by a few individuals; these are the men who influence business, and it is from amongst them that the directors of a company must necessarily be chosen. There is, however, a sufficient diversity of interests to prevent any very serious abuses springing up. The *Times* says:—"Should any tendency to abuse ever creep in among such a happy family it is obvious that it must run like measles through the whole. The tricks which an unsophisticated director might learn at one board he would naturally disseminate at another, and so the whole body commercial would receive the taint, and by the force of their unity would intensify it. As with stock which is constantly bred in-and-in, hereditary defects are accumulated by propagation; so with a band of directors running in one groove, there is no chance for one set to check the vagaries of another." The simile of in-breeding is absurdly inapplicable to the circumstances, and as to the latter part of the sentence, the vagaries of directors are likely to be discovered and be commented on by the parties affected more promptly in Hongkong than would be the case in most other places. Considering the intelligence of this community, and the great extent of their stake in the companies in question, it is not to be supposed that they would be so blind to their own interests as to allow themselves to be readily deceived or prejudiced by a few directors, who are trustees removable at pleasure. It is not necessary for the *Chinese Times* to constitute itself the censor of public morals in Hongkong. In its recent attacks it claims that it has been acting the friendly part of a man who in a frost-bound country may without ceremony rub the frozen nose of another with snow. We would remind our contemporary, however, that a man who begins rubbing promiscuously noses which are not frozen is very likely to get knocked down, whether his action be dictated by merely officious good nature or by ingrained and irrepressible insolence.

THE "CHINESE TIMES" ON THE "DAILY PRESS."

The *Chinese Times* says:—Our venerable contemporary, the *Hongkong Daily Press*, has found leisure to notice our little paper. Under cover of criticising, *à propos de bottes*, an article which appeared nearly two months ago,—which, by the way, the critic has not taken the trouble to understand—our amiable mentor mildly reprimands us for the unwisdom of venturing to comment on the doings of certain Hongkong notables. And he is in the right of it, for in the wisdom of the sycophant our deficiencies are too glaring to be hidden. If our estimable contemporary will allow us to reciprocate his courtesy, we would observe that if the colonial press had done its duty there would have been no need for journals at a distance to pick "moats," or cataracts either, out of colonial eyes. The *Daily Press* contains immense quantities of matter of one sort and another, but touching those things which constitute the principal activity of the colony it is always as silent as the grave. Search its columns through from year's end to year's end, and not a hint will be found of what the leading colonists are doing. The vast operations in shares and the peculiar methods thereof would never be suspected to exist by the most diligent student of the *Daily Press*. This is carrying "wisdom" to an extreme point, and its natural consequence is to provoke fools, like ourselves, to rush in where the prudish angels of the colony fear to tread.

But it is rendering an equivocal service to "the Bank" to insist, as Hongkong speakers and writers do, that we have attacked the institution. The object of our comments was an abuse whose nearest relation to the bank is that of a parasite or morbid excrescence attaching to certain individuals, and it is only by identifying the bank itself with the abuse that our observations can be construed into an attack on the bank. In frost-bound countries, when one pedestrian notices a discolouration in another's nose or ears, he seizes a handful of snow, and without ceremony begins vigorously to rub the part affected. If the editor of the *Daily Press* were to witness such a scene he would shout for the police to interfere to prevent the "atrocious" assault.

MYSTERIOUS TRAGEDY AT WANCHAI, HONGKONG.

A little Chinese girl named Achan, about five years of age, was found dead on her bed on the afternoon of the 5th instant by Henry Thomas Legg, a seaman out of employ, who adopted her, and with whom she was living in St. Francis-street, Wanchai, under the following circumstances. It appears that Legg returned home on Wednesday afternoon, the 5th instant, about six o'clock, and found the door closed. He had to break open the door, and to his surprise found the house quite quiet with no light in the kitchen when it was time to cook the meal. It was dark, so that he could not very well see his way in. He first went to the kitchen and on a Chinese bedboard there he felt the leg of the deceased and pulled it, but the deceased made no movement. He then passed his hand up to her face and found it wet as well as the bed board. As he could not see anything he proceeded to get a light. On going into the room he passed another bed in which an elder girl and the deceased used to sleep and found the elder girl there apparently asleep. He shook her two or three times and only got a groan in reply. He went into the room and got a box of matches, but being unable to strike a light he took down a swinging lamp and came back to the elder girl, whom he found sitting on the bed in an apparently stupefied state. Proceeding to where the deceased was he found her quite dead with a deep gash in her throat and a razor in her hand. There was blood on the bed, but it had almost dried up. There was another girl in the family, but she was not in the house at this time. Suspicion rests on the elder girl, Hong Tai Yau, who is seventeen years of age. Her account of the affair is that two men came into the house for the purposes of robbery, and that they cut the deceased's throat, and compelled her (Hong Tai Yau) to drink a stupefying drug, from the effects of which she was suffering when Legg came in. At the hospital an emetic was administered to her, and the inquest stands adjourned for an analysis of her vomit, the suspicion being that her stupefaction was assumed.

OPIUM CULTIVATION IN TONQUIN.

The *Avenir du Tonkin* gives a glowing description of the success of the attempt to introduce the cultivation of opium into Tonquin. Some time ago we translated from our contemporary a note on this subject descriptive of the operations of Mr. Frederick, who was engaged by the Government specially for the purpose of introducing the cultivation and who brought with him from India a staff of Hindoos. It is now demonstrated, says our contemporary, that the poppy grows wonderfully in Tonquin, and every effort is to be made to extend its cultivation. There are twenty-five pupils now under instruction. In the season 1888-89 these will be distributed amongst eight experimental gardens in each of which fifty cultivators will be employed, so that at the end of the season there will be 400 trained cultivators thoroughly acquainted with the work. It is considered that this number distributed over the country, will be sufficient to introduce the cultivation generally. The seed used at present is that from India; subsequently local seed will be used, as well as seed from France, Turkey, and the Levant.

HONGKONG.

An interval of ten days has elapsed since the departure of the last mail, and this period has been more than ordinarily eventful. The German steamer *Anton*, which arrived here on the 29th September, experienced two typhoons on her way from this port to Hoihow and back. In the first one considerable damage was done to the vessel, and twenty-four Chinese and the ship's carpenter were swept overboard and drowned. The yearly meeting of the Punjom and Sunghie Dua Samantan Mining Company, Limited, was held on the 29th September. William Houghton, late master of the steamer *Gestong*, has been arrested and charged at the Police Court with pushing a Japanese sailor overboard. The two Chinamen who were charged with murdering a man at Yaumati were found guilty of manslaughter and sentenced to ten years' imprisonment. The Douglas steamer *Formosa*, which arrived here on the 30th Sept., brought news of the wreck of the Chinese transport *Waylee* with the loss of 370 of the troops and crew. The inaugural address of the Hongkong College of Medecine was delivered on the 1st October by the Dean of the College, Dr. Manson, M.A., LL.D, in St. Andrew's Hall, to a very large audience. H.M.S. *Wasp*, which left Johore for Hongkong on the 16th September, has not yet arrived here, and as she is now some twenty-five days overdue the gravest fears are entertained for her safety. H. R. H. Prince Devawongsee of Siam and his suite and the Governor of Kraw arrived here on the 5th October and will remain for a short time as the guests of the Governor. A girl named Achan, aged about five years, the adopted daughter of one Henry Thomas Legg, was found dead in her bed by her father on the evening of the 5th October her throat being cut from ear to ear. The inquest on the body is still proceeding, meanwhile another adopted daughter, aged seventeen years, has been detained on suspicion. The newly appointed Governor of Hongkong, Sir William Des Vœux, K.C.M.G., arrived here on the morning of the 6th October, by the Canadian Pacific Mail steamer *Abyssinia*, accompanied by his Private Secretary, Mr. Slingsby Bethell. His Excellency landed at Murray Pier, where he was received by Major-Gen. Cameron, the Acting Chief Justice, the Colonial Secretary, the members of the Legislative Council, the Military and Naval officers, the Consuls, and a large number of British and Foreign residents, and was driven direct to the Council Chamber, where the customary oaths were administered by the Acting Chief Justice (Hon. J. Russell, C.M.G.). Judgment was delivered in the Supreme Court, on the 6th August, in the case of the six girls who are at present detained in the Tung Wah Hospital, the petition of the woman To Ng to have the girls restored to her, as their lawful custodian, being dismissed. Ching Sam, the man whose rendition the Chinese have been trying to obtain since February last, was discharged on the 6th inst. for want of evidence. The late paymaster of H.M.S. *Espoir*, W.H.W. Markham, was, on the 8th inst., committed for trial on a charge of forgery and embezzlement. A meeting of the shareholders of the China and Manila Steamship Company, Limited, was held on the 8th October. A meeting of the Marine lot-holders, convened by Hon. C. P. Chater, was held in the City Hall on the 8th October to consider the Praya Reclamation scheme. There were about sixty persons present, and the resolution of the Hon. J. Bell-Irving in favour of the extension of the Praya, seawards, was carried with three dissentients only. Within the last five days no less than four fires have occurred. On the 5th October, shortly before 5 a.m., a fire broke out in a medicine godown in In Ku Lane, which was burnt out. On the evening of the 7th October No. 5, Gage-street, took fire, and was not extinguished until completely burned out, and the adjoining houses slightly damaged. Some small houses were set on fire at Yaumati, and, destroyed on the 9th October, through the carelessness of a boy who was playing near a small lamp. On the 10th October, about 2 a.m., a cargo boat loaded with camphor took fire and was burned to the water's edge.

We hear that the China Railway Company is doing well. The line, from Kaiping to Lutai, is working satisfactorily, and the Company will be able to declare a dividend at the end of the working year.

It is notified in the *Government Gazette* that Mr. Malcolm Watson, Assistant Apothecary, Government Civil Hospital, having reported his arrival in the Colony, assumed the duties of his office on the 25th ult.

Messrs. Adamson, Bell & Co., agents for the Canadian Pacific Steam Ship Line, have received a telegram from London announcing that a subsidy of £30,000 has been granted for a monthly service for the Vancouver route.

The body of a Portuguese boy named José Annunciação Peres, of Macao, who was on a visit to the colony, was picked up in the harbour near the Commissariat Pier on the 5th inst. An inquest was opened on it on the 6th and adjourned.

The two men Ng Atsoi and Ng Ato, found guilty at the Criminal Sessions of manslaughter of a bamboo worker at Yaumati, were on the 4th inst. brought before the Acting Chief Justice for sentence. His Lordship sentenced the prisoners to ten years' imprisonment with hard labour.

We hear that Mr. Bedell Lee Yuen, First Interpreter at the Magistracy, has resigned his post. Mr. Bedell Lee Yuen has held the appointment for a long term of years, but the interpretation has been very unsatisfactory and, has led to many complaints. A change for the better will doubtless follow.

Mr. Hugh McCallum, Sanitary Superintendent, who has for some two months been incapacitated from duty by serious attack of fever, left here on the 7th inst. for England by the steamer *Glenogle* on twelve months' leave. Mr. W. E. Crow, Government Apothecary and Analyst, has been appointed Acting Sanitary Inspector.

A *Government Gazette* extraordinary was issued on the 6th inst. which contained the commission appointing His Excellency Sir William Des Vœux to be Governor of Hongkong and its dependencies. A notification in it also announces the appointment of Mr. Slingsby Westbury Bethell to be the Governor's Private Secretary, and of Lieut. J. D. Anderson, R.A., to be His Excellency's A.D.C.

The centre rail of the Peak Tramway arrived some days ago and is now being laid. The tramway will therefore be in working order very shortly, the delay in opening it having been caused by having to send home for this new rail when the principle of the safety rope was found unsuitable. An automatic break has been substituted for the latter, and the centre rail is to afford the necessary grip.

Two lots of Crown Land were sold by public auction on the 3rd instant. The first consisting of 86,075 square feet, Inland lot 1093, situated on the Peak Road, above the Albany, was knocked down to the Hon. C. P. Chater for $12,000, the upset price being $7,836. The other, Rural Building Lot No. 52, situated on the northern slope of Victoria Peak, below Mr. Veitch's residence, was bought by Mr. A. Turner for $565.

It is notified in the *Gazette* that in accordance with a Warrant from Her Majesty the Queen, dated Balmoral, 30th May, 1887, His Excellency Sir G. William des Vœux, K.C.M.G., has issued a Commission under the Public Seal of the Colony, constituting and appointing Frederick Stewart, Esq., to be Colonial Secretary and Auditor-General; and that the said Frederick Stewart, Esq., has been duly sworn into office accordingly.

Shortly before five o'clock a.m. on the 5th inst. a fire broke out in a godown in In Ku Lane, close to the Ko Shing Theatre. The godown belonged to the *Kong Fung Wo*, and was stored with medicine, drugs, &c. The Volunteer Brigade's engine, and Government engines 4 and 5, under the superintendence of Mr. Wagner, quickly arrived and lost no time in getting to work. The fire, however, had a good hold, and though its further spread was prevented the godown was burnt out. The fire, the origin of which is unknown, was got under shortly after six o'clock. The godown was insured in one of the German offices.

A case of moving and shipping opium without a permit from the Superintendent of Imports and Exports,—the first, we believe, of that nature since the new regulations came into operation,—was heard at the Police Court on the 4th inst. As reported in another column, the defendant, Mr. Mirza Ebrahim, an Indian merchant, shipped three chests of Persian Opium to Taiwan, in Formosa, but the prosecutor, Mr. Seth, the Superintendent of Imports and Exports, was satisfied that there was no reason to believe there was any fraud connected with the affair as the opium was manifested; and the explanation of the defendant that his clerk, in whose hands the matter was entirely left, had omitted to obtain the necessary permit being accepted, a fine of only $10 was inflicted.

The P. & O. steamer *Teheran*, which arrived here on the 5th inst. from Japan, brought, among her passengers, His Royal Highness Prince Devawongse of Siam, the members of his suite, and the Governor of Kraw. The Prince is on his way home from England, and travelled through Canada and *viâ* Vancouver and Japan hither. The distinguished visitors were greeted with a salute on their arrival, and the Acting Governor's Secretary, Lieut. Somerville, went off in the Government launch to receive them. On landing at Murray Wharf, where a guard of honour was stationed, they were conducted to Government House, where they will remain as guests of the newly appointed Governor. Pending his arrival they will be entertained by the Acting Governor, who last evening gave a dinner in their honour. The Prince's suite is staying at the Hongkong Hotel.

The British steamer *Gulf of Aden*, which arrived here on the 5th inst., had on board a cargo of rails for Tientsin to be used in the construction of the Kaiping-Taku railway. The *Gulf of Aden*, which has been chartered by the Chinese Government, was due here two days ago, but was delayed by meeting with bad weather and a heavy typhoon after leaving Singapore. She is a fine new steel vessel, built by Messrs. Raylton, Dixon & Co., of Middlesborough-on-Tees. She is 312 feet in length and forty feet in width, and has a registered tonnage of 1,570. She is fitted with triple expansion engines and has an effective horsepower of 2,400. The passage from Middlesborough-on-Tees to Singapore was done in thirty-two days. The *Gulf of Aden* has been specially built for the Australian passenger trade and fulfils all requirements under the Emigration Ordinance.

Captain Hall, of the Douglas steamer *Formosa*, which arrived here on the evening of the 30th ultimo, gives the subjoined details of the disastrous wreck of the Chinese transport *Way-lee*:—The following information I received from the chief officer, the only European survivor from the unfortunate vessel. About the 14th September the transport *Way-lee*, whilst on the passage from Taiwan-fu to Tamsui with about 600 Chinese soldiers, became a total wreck on the rocks of Luchou Point, Pescadores, when about 300 soldiers and some of the crew were drowned. The captain of the *Way-lee* was first officer on the *Wen Nien Ching* when that vessel was run down by the P. & O. steamer *Nepaul* a short time since on the Shanghai river. Most of those rescued from the *Way-lee* by Chinese fishing boats came on to Kelung in a Chinese gunboat, which reached that port on Saturday, the 24th ultimo, including the chief officer. I believe the *Waylee* belonged to the Governor of Formosa.

The Hongkong College of Medicine has commenced work, the first lectures being given on the morning of the 1st inst. These will be given in future as follow:—Anatomy, 7.30 a.m. daily; Chemistry, 8.30 a.m. Mondays, Wednesdays, and Thursdays; Botany, 3 to 4 p.m. Mondays, Thursdays; Physiology, 7 to 8 p.m. daily; Physics, 8 to 9 p.m. Tuesdays, Fridays; Clinical Observation, 5.30 to 6.30 p.m., Mondays, Wednesdays, and Fridays. There are thirteen students, who are very earnest and anxious to learn. They are supplied with text books, note books, and instruments. One of the chief difficulties to be overcome is the want of a knowledge of Latin or Greek, but great pains are being taken to thoroughly explain to each student each technical term in English, and care will be taken to ascertain that they fully understand the meaning of each word. We are glad to learn that some good subscriptions have been received. Mr. Morgan, of the C. I. M. Customs, has forwarded $100, and Mr. W. G. Humphreys $25 to the Secretary.

The crew of the British ship *Oxford*, who arrived here in the *Diamante* on the 2nd instant, brought further particulars concerning the ill-fated vessel. The *Oxford* left Manila on the 17th ult. bound for Iloilo, and on the night of the 19th fell in with the typhoon. The vessel struggled gallantly for some time, but was finally driven on the rocks at Punta Luzon. The crew crept for safety to the poop, where they remained the whole of the night, the sea washing over them continuously. One of the crew, a Frenchman, was swept overboard and was drowned. When day broke one of the crew gallantly volunteered to swim ashore with a rope. In this he succeeded, and by making fast the rope all on board got safely to land. The ship's company, including the captain's wife, then had to tramp to Mariveles, a distance of some ten miles, through swamp and jungle. Arriving there their immediate wants were attended to and they were taken by the Spanish steamer *Salvadora* to Manila, where the master, Captain Seymour, will remain until the wreck has been sold. The crew, who are at present housed at the Sailors' Home, lost every article of clothing and property.

A fire broke out about half-past five p.m. on the 7th inst. in the first floor of No. 5, Gage-street, occupied by a retail kerosine dealer. The whole house was soon in a blaze and the adjoining and opposite houses were in imminent danger. Several firemen, however, before the engines got to work, entered the houses on either side of the one in flames and by destroying the wooden verandahs and tearing down the sun blinds lessened the risk as much as possible. The inhabitants of the opposite houses by continually throwing buckets of water over the walls managed to prevent the fire spreading across the street and attacking their premises. The manual Engine belonging to the Chinese was the first to get to work and did good service in playing on the parts in close proximity to the burning portions. There was a keen competition between the Government Engines and the Volunteer Brigade's Engine as to which should be the foremost, and although the Volunteers had the hose run out first and everything prepared the streams from both Engines started almost simultaneously. After the engines had been at work for some ten minutes or quarter of an hour the falling in of the roof of No. 5 practically put an end to the fire, which was finally got under about 6 o'clock. No. 5 is completely burnt out, while No. 3 has the top floor destroyed, and No. 7 is very slightly damaged by water. No. 5 is insured, we believe, in the Standard Fire Insurance Co.

Inspector Mathieson of the Hongkong Police arrived here on the 6th inst. by the O. & O. Co.'s steamer *Belgic* from San Francisco, having in custody W. H. Markham, late paymaster of H.M.S. *Espoir*, who absconded some time ago after having embezzled a large sum belonging to the Treasury. Markham was brought before Mr. Mitchell-Innes on the 6th inst. and formally charged, and the case remanded till the 8th inst. On that date the prisoner was committed for trial at the Supreme Court. The offence with which he is charged was committed in the early part of 1886, when the prisoner forged his commanding officer's name to certain requisitions for money, and by this means succeeded in obtaining some $15,000 from the Treasury. He then absconded to the United States, where he was arrested some two months ago by the United States authorities, and Inspector Mathieson was sent from this port for him. Markham is a well-built rather good looking man, and when placed in the dock on Saturday and confronted by Captain Adams, whose name he forged, seemed to feel his position acutely. In reply to the Magistrate he stated that he did not wish to make any statement or call any witnesses. On his way from Chicago, where he was taken over by Inspector Mathieson, to San Francisco, Markham made a voluntary statement to the Inspector, which was taken down by him and handed in to the Magistrate. He also said that he had been much troubled on account of the crime he had committed, and intimated his intention, in the event of anything happening to the Inspector, of going on to Hongkong and giving himself up to the Police Authorities.

The German steamer *Anton*, which arrived here on the 29th ultimo, experienced two typhoons on her voyage from here to Hoihow and back. She reports that she left Hongkong on the morning of the 20th Sept. Had fine weather, and barometer slightly falling, with N.E. wind. On the morning of the 21st Sept., before entering the Hainan Straits the wind increased very suddenly, with thick rain; hove to till daylight, when it blew already half a typhoon; wind N.N.E.; kept the ship's head to wind all day, and barometer falling hard, encountered a heavy typhoon; at noon Bar. 29.40; at 6 p.m. Bar. 28.96; at about this time a heavy sea struck the vessel, which carried the compradore's house with 24 Chinese and the carpenter overboard, broke three boats threw keel pieces overboard, damaged wheel gear, steam-pipe, and filled the cabin in engine-room with water. Towards midnight less wind and sea from S.E. (lowest barometer 28.96). Arrived at Hoihow at noon on the 23rd. On the 25th Sept. left Hoihow for Hongkong, anchored at Hainan Head, barometer falling, and wind from the N.E. increasing; at 9 p.m. put back for Hoihow, in a thick rain, but could not make it, and steered for the north shore keeping the ship's head to sea all night, a typhoon blowing. At 9 a.m. on the

24th September.

We understand that Mr. H. Mandl, who left this last week, effected an important contract with the Chinese authorities for gunpowder; also for 16 Krupp guns for Wei-hai-wei, and 4 French guns of Du Crausot manufacture, in connection with which he has proceeded to Europe.

Bishop H. W. Warren and family, of the Methodist Episcopal Church, arrived on Tuesday by the *Oceanic* from Japan and Korea. The bishop is on a tour of visitation of the missions of his church. The party left by house-boat on Wednesday morning for Peking, where the North China Mission will convene in annual meeting upon his arrival.

The Viceroy Li has appointed as Director in Shanghai of the China Merchants' S. N. Co. the Taotai Chan Pat-nam, a Cantonese, a man of high character for both probity and administrative ability. As the appointment involves many changes to be disclosed hereafter it is presumed that some re-adjustment of the *personnel* of the directorate will follow.

The barque *Norway* has arrived with a cargo of lumber for the China Railway Company, which will be discharged at Ku Tang.

The British steamer *Uoningham* from Middlesbrough, laden with rails and fastenings for the China Railway Company, arrived on the 20th September.

There are reports of much sickness amongst the natives of the Shantung province, amounting indeed to epidemic. As the weather is now becoming cooler we trust we may escape a visitation of any spreading illness here, but not the less we recommend to our readers to use simple well-cooked food, filtered and boiled water, and woollen clothing; also to avoid excessive indulgence in fruit. It is possible the outbreak in Shantung arise from the misery of the many thousands of people homeless and destitute, starving indeed, on account of the floods of the Yellow River. Starvation and exposure are generally followed by some specific disease, such as cholera in summer and typhus in winter. The suffering in many parts of this province that have been flooded and are still under water, is also grievous, and we fear beyond the reach of alleviation. The distress is too vast in its proportions to be dealt with by any machinery we know of.—*Chinese Times.*

28th September.

The portable railway plant manufactured and sent by Decauville to this place for trial has been sold to the municipal authorities. It was once offered to H.E. Li Hung-chang at cost price, which was about Tls. 20,000, but the negotiation failed through the competition of M. Thorenet who engaged to furnish a like plant for the modest sum of Tls. 4,000. M. Thorenet's portable railway plant will be sent and used in the Imperial Gardens a few miles from Peking.

The floods in the vicinity of this place have brought with them innumerable crabs. Natives go around at night with lights and lanterns, and capture hundreds of them in a short time. They are attracted by the strange phenomenon of the light, which curiosity generally costs Mr. Crab his life. The market is literally glutted with them, so that they are sold at retail, for a cash a piece.

Here as elsewhere some superstitious natives have prophesied that during this year the God of Pestilence would go forth over the land and do much damage among the people. They printed and circulated thousands of cards recommending that certain medical ingredients should be put by each family, into their water "hongs" as a charm or preventive against sickness. When the prefect of Tientsin was aware of the proceedings of these men, he summarily seized them and asked them by what means they knew that the God of Pestilence was coming this year, and as they did not give satisfactory answers, he gave them a beating with the bamboo and dismissed them with his blessing. He also ordered that they should issue no more cards nor trouble the minds of credulous people in any other way.—*N. C. Daily News* Correspondent.

1st October.

Messrs. Stortzoff and Forbes have imported machinery to run a saw-mill in this place. The saws used are circular, and the teeth rather broad, so that a waste of material occurs. The Chinese prefer the straight saw, and their edges so as to extract as many planks as possible from each log of wood.

Messrs. Jardine, Matheson and Company have sent up an agent to Tungchow to establish a depôt in that place, as they intend to send teas across the plains of Mongolia to Russia. As this firm is a wealthy one, the Russian merchants will have to look out for their laurels, for they will find a formidable rival in their English competitor.

It is reported that Wu Ting Fang, the Director of the Taku-Tientsin Railroad, has petitioned the Viceroy to import Chinese coolies from San Francisco to construct the Railway from this to Taku. They will of course get those who have been accustomed to railway work in the United States.—*Courier* Correspondent.

[A mechanical engineer and thirteen workmen arrived in Hongkong by the last U.S. mail steamer, and have since left for the North.—ED. *S. C.*]

NEWCHWANG.

Nearly three months ago, as the German steamer *Kehr* was entering the port of Newchwang, a number of natives swarmed on board, according to the usual custom. One of them fell into the water and was drowned. An accusation was brought against Mr. Thiessen, the tideswaiter, of having caused the man's death, and the case against him was pending, when, a few days ago, he poisoned himself.

☞ *For other mail news see Supplement.*

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CUTLER, PALMER & Co.
ESTABLISHED IN 1815,
OF LONDON, BORDEAUX, CALCUTTA, BOMBAY, MADRAS, LAHORE, KURRACHEE, &c.
Are represented in China by
Messrs. JARDINE, MATHESON & Co. ..... *
" SIEMSSEN & Co. ..... *
" LANE, CRAWFORD & Co. & by ..... *
" B. E. REYNELL & Co. in Japan ..... *
Subjoined are some of the items consigned by these well-known Shippers.
SPIRITS.
COGNAC—The popular "4 Star" quality and best.
COGNAC—The well-known "2 Star" quality.
WHISKY SCOTCH, in Heart Shaped bottles, a speciality.
WHISKY SCOTCH, in Ordinary bottles.
The "Glenlivet" Whisky in round bottles.
The "Square bottle" Whisky of Napier Johnstone's.
The Celebrated "CARLTON"—11 *years old.*
WHISKY IRISH, the best selected, *very fine.*
N.B.—All the above Spirits are of excellent quality, and are recommended
WINES.
For Invalids use, PORT & SHERRY—Very Superior and reliable. AMOROSO, MANZANILLA, & PALE DRY SHERRY, distinguished by Blue, Black, and White Seals, Charming Wines. *Suit all tastes.*
CLARET, viz., Mouton, Larose, St. Estephe, Medoc in Quarts & Pints. Need no recommendation.
For Prices apply to either of the above Firms marked *
[1516

SUMMER TIME TABLE.
THE KOWLOON FERRY.
STEAM-LAUNCH
"MORNING STAR"
Runs Daily as a Ferry Boat between PEDDAR'S WHARF and TSIM-TSA-TSUI at the following hours:—This Time Table will take effect from the 15th April, 1887.

WEEK DAYS. Leaves Kowloon	Leaves Hongkong	SUNDAYS. Leaves Kowloon	Leaves Hongkong
6.00 A.M.	7.00 A.M.	6.00 A.M.	7.00 A.M.
8.00 "	9.30 "	7.30 "	8.00 "
8.50 "	9.00 "	9.00 "	10.15 "
9.40 "	*10.15 "	10.30 "	10.45 "
*10.30 "	12.30 P.M.	11.00 "	12.00 NOON.
12.45 P.M.	1.00 "	12.30 P.M.	1.15 P.M.
1.30 "	2.00 "	1.30 "	2.00 "
2.20 "	3.00 "	2.30 "	3.00 "
3.30 "	4.00 "	3.30 "	4.00 "
4.15 "	4.30 "	4.15 "	4.30 "
4.50 "	5.10 "	4.50 "	5.10 "
5.25 "	5.40 "	5.25 "	5.40 "
5.55 "	6.15 "	5.55 "	6.15 "
6.45 "	7.00 "	6.45 "	7.00 "
7.15 "		7.15 "	

* There will be no Launch on Monday and Friday, on account of coaling.
The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppages [33

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.
ARNHOLD, KARBERG & Co.
Hongkong, January, 1887. [21

WING TAI & Co.
SHIP'S COMPRADORES, STEVEDORES, AND
COAL MERCHANTS.
FRESH PROVISIONS SUPPLIED AT THE SHORTEST NOTICE.
No. 25, PRAYA CENTRAL.
[428

A FONG, PHOTOGRAPHER
Has just added to his COLLECTION of VIEWS some NEW SCENES and Photos. of NATIVE TYPES, copies of which are obtainable in his Studio or at Messrs. KELLY & WALSH'S.
IVORY MINIATURES of Superior Quality and of Excellent and High Finish. PERMANENT ENLARGEMENTS of PHOTOS. and Views and reproductions of the same on Paper, Canvas, or Opal.
INSTANTANEOUS VIEWS, GROUPS and PORTRAITS are taken in any state of the weather, and all Permanent Processes, are executed on Moderate Terms.
STUDIO—ICE HOUSE LANE. [62

YEE SUNG & Co.,
COAL MERCHANTS,
have always on hand
LARGE STOCKS OF EVERY DESCRIPTION OF COAL.
Address:—Care of Messrs. KWONG SUNG & Co.,
No. 63, PRAYA. [65

TIMBER.
THE Undersigned Agents for Messrs. E. E. ABRAHAMSON & Co., Sandakan, British North Borneo, are now prepared to submit for inspection Samples of hard and soft TIMBERS suitable for Wharves, Building and General purposes.
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 2nd November, 1886. [40

VESSELS ON THE BERTH.

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISI, & TRIESTE.
(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, BLACK SEA, LEVANT & ADRIATIC PORTS).
THE Company's Steamer
"AMPHITRITE,"
Captain L. Lemesich, will be despatched as above TO-DAY, the 11th instant, at NOON.
For Further Particulars regarding Freight and Passage, apply to the Agency of the Company, Praya Central.
O. BACHRACH,
Agent.
Hongkong, 6th October, 1887. [5

UNION LINE.
FOR KOBE AND YOKOHAMA.
THE Steamship
"HAMPSHIRE,"
Captain Kerruish, will be despatched for the above Ports TO-DAY, the 11th inst., at FOUR P.M., instead of as previously advertised.
For Freight or Passage, apply to
RUSSELL & Co.,
Agents.
Hongkong, 10th October, 1887. [1952

STEAM TO YOKOHAMA, VIA NAGASAKI, AND KOBE.
(Passing through the INLAND SEA).
THE P. & O. S. N. Co.'s Steamship
"TEHERAN,"
will leave for the above places TO-MORROW, the 12th October, at DAYLIGHT.
E. L. WOODIN,
Acting Superintendent.
Hongkong, 24th September, 1887. [1

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE, PENANG, AND CALCUTTA.
THE Company's Steamship
"TAISANG,"
Captain Davies, will be despatched as above TO-MORROW, the 12th inst., at THREE P.M.
This steamer has Superior First Class Accommodation specially constructed to meet the requirements of tropical climates.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 5th October, 1887. [1935

STEAM TO BOMBAY VIA STRAITS.
THE P. & O. S. N. Co.'s Steamship
"LOMBARDY,"
will leave for the above place TO-MORROW, the 12th instant, at THREE P.M., instead of as previously advertised.
E. L. WOODIN,
Acting Superintendent.
Hongkong, 8th October, 1887. [1949

FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship
"PORT ADELAIDE,"
F. West, Commander, will be despatched for the above Port TO-MORROW, the 12th inst.
This steamer has superior Passenger Accommodation.
For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 10th October, 1887. [1948

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SWATOW, CHEFOO, AND TIENTSIN.
THE Company's Steamship
"KWONGSANG,"
Captain Sellar, will be despatched as above on THURSDAY, the 13th inst., at NOON.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 6th October, 1887. 1939

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship
"AJAX,"
Captain Jackson, will be despatched as above on THURSDAY, the 13th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 8th October, 1887. [1696

OCEAN STEAMSHIP COMPANY.
FOR SHANGHAI VIA AMOY.
(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW, and Ports on the YANGTSE.)
THE Company's Steamship
"ANCHISES,"
Captain Lapage, will be despatched as above on FRIDAY, the 14th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 7th October, 1887. [1945

NAVIGAZIONE GENERALE ITALIANA
(FLORIO & RUBATTINO UNITED COMPANIES).
STEAM FOR
SINGAPORE, PENANG, AND BOMBAY, having connexion with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, (LEGHORN), and GENOA; also to MARSEILLES, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO. Taking Cargo at through rates to MADRAS, PERSIAN GULF, and BAGDAD.
THE Company's Steamship
"BORMIDA,"
Captain Dagnino, will be despatched as above on SATURDAY, the 15th instant, at NOON.
At BOMBAY the Steamers are discharging in PRINCE'S DOCK.
For Further Particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 8th October, 1887. [6

VESSELS ON THE BERTH.

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship
"MOYUNE,"
J. S. Hogg, Commander, will be despatched as above on or about the 14th instant.
This Steamer has superior Passenger Accommodation.
For Freight or Passage, apply to
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 1st October, 1887. [1907

THE "GIBB" LINE OF STEAMERS.
FOR SYDNEY, MELBOURNE, AND ADELAIDE.
Calling at PORT DARWIN and taking through Cargo for QUEENSLAND PORTS, TASMANIA, NEW ZEALAND, &c.
THE British Steamer
"SIKH,"
Captain Scotland, will be despatched as above on or about the 15th October.
The steamer has excellent Accommodation for First Class Passengers.
Fare to Sydney or Melbourne $150.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Managers.
Hongkong, 30th September, 1887. [1901

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY, MELBOURNE, AND ADELAIDE.
(Calling at PORT DARWIN, and taking through Cargo to NEW ZEALAND, TASMANIA, &c.)
THE Steamship
"TANNADICE,"
Captain H. Craig, will be despatched for the above Ports on MONDAY, the 17th instant, at FOUR P.M.
For Freight or Passage, apply to
RUSSELL & Co.,
Agents.
Hongkong, 8th October, 1887. [1951

NOTICE.
COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.
FOR SHANGHAI, KOBE, AND YOKOHAMA.
THE Company's Steamer
"NATAL,"
Commandant Such, expected here on or about WEDNESDAY, will leave for the above Ports shortly after her arrival from Europe.
G. DE CHAMPEAUX,
Agent.
Hongkong, 8th October, 1887. [2

FOR SAN FRANCISCO.
THE 3/3 L. I. I. German Bark
"MELUSINE,"
C. Mehlburger, Master, will load here and will have quick despatch.
For Freight, apply to
MELCHERS & Co.,
Agents.
Hongkong, 10th October, 1887. [1956

FOR FREMANTLE, W.A., VIA SINGAPORE.
THE British Barquentine
"IRIS,"
Captain Th. E. Shaw, will load here for the above Port, and will have quick despatch.
For Freight, apply to
SIEMSSEN & Co.,
Agents.
Hongkong, 4th October, 1887. [1924

FOR HAMBURG (DIRECT).
THE 100 A. 1. Iron British Ship
"ROMSDAL,"
A. C. Whyte, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
PUSTAU & Co.
Hongkong, 26th August, 1887. [1630

FOR NEW YORK.
THE 3/3 L II American Ship
"GOVERNOR GOODWIN,"
shortly expected, will load here for the above Port, and will have quick despatch.
For Freight, apply to
SIEMSSEN & Co.
Hongkong, 26th August, 1887. [16

FOR NEW YORK.
THE 3/3 L. I. I. British Ship
"ASIA,"
Anderson, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
ARNHOLD, KARBERG & Co.
Hongkong, 20th September, 1887. [1817

FOR NEW YORK.
THE 3/3 L I I American Ship
"ISAAC REED,"
Captain F. D. Waldo, shortly expected, will load here for the above Port, and will have quick despatch.
For Freight, apply to
SIEMSSEN & Co.
Hongkong, 26th August, 1887. [1635

FOR HAVRE AND LONDON.
THE 100 A I, British Ship
"CLAN MACKENZIE,"
Geo. R. Harris, Master, will load here for the above Ports and will have quick despatch.
For Freight or Passage, apply to
ARNHOLD, KARBERG & Co.
Hongkong, 9th September, 1887. [1733

FOR LONDON AND HAMBURG.
THE 3/3 L II Norweg. Ship
"DROT,"
shortly expected here, will load for the above Ports, and will have quick despatch.
For Freight, apply to
CARLOWITZ & Co.
Hongkong, 19th August, 1887. [158

FOR NEW YORK.
THE 3/3 L I I American Ship
"SOUTH AMERICAN,"
Tucker, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, 7th October, 1887. [1942

VESSELS ON THE BERTH.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY. THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.
THE U. S. Mail Steamer "CITY OF NEW YORK," will be despatched for San Francisco, via Yokohama, on TUESDAY, the 11th October, at THREE P.M., taking Passengers and Freight for Japan the United States and Europe.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities, of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.
First-class Fares granted as follows:—
To San Francisco $200.00
To San Francisco and return, available for 6 months ..... } 350.00
To Liverpool 338.00
To London 338.00
To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.
Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 %. *This allowance does not apply to through fares from China and Japan to Europe.*
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.
For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.
C. D. HARMAN, Agent.
Hongkong, 4th October, 1887. [4

NORDDEUTSCHER LLOYD.
NOTICE.
STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID,
BRINDISI, GENOA, ANTWERP, BREMEN, AND HAMBURG,
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.
THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.
ON MONDAY, the 31st day of October, 1887, at FOUR P.M., the Company's Steamship "SACHSEN," Captain Jaeger, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT GENOA.
Shipping Orders will be granted till NOON, Cargo will be received on Board until 4 P.M., Specie and Parcels until 3 P.M., on the 30th Oct., 1887. (Parcels are not to be sent on Board; they must be left at the Agency's Office). Contents and Value of Packages are required.
The Steamer has splendid Accommodation and carries a Doctor and Stewardess.
For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 3rd October, 1887. [7

FOR NEW YORK.
THE 3/3 L II British Ship
"HONOLULU,"
Shortly expected here, will load for the above Port and will have quick despatch.
For Freight, apply to
CARLOWITZ & Co.
Hongkong, 16th July, 1887. [1369

FOR NEW YORK.
THE 3/3 L II American Ship
"McNEAR,"
will load here for the above Port, and will have quick despatch.
For Freight, apply to
CARLOWITZ & Co.,
Hongkong, 27th August, 1887. [1368

FOR NEW YORK.
THE 3/3 L. I. I. American Ship
"GRANITE STATE,"
Ross, Master, will load for the above Port and will have quick despatch.
For Freight, apply to
PUSTAU & Co.
Hongkong, 21st September 1887. [1826

FOR LONDON AND HAMBURG.
THE 3/3 L. I. I. British Back
"OSAKA,"
R. Lowe, Master, will load here for the above